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Happy Valley.

MASTER'S RIGHT OF APPEAL.

BOARD OF TRADE CASE FINDING.

CONTENTION OVER-ruled IN LONDON.

CENSURE SET ASIDE.

London, Mar. 23.
The contention hitherto maintained that a Board of Trade ship's captain is not entitled to appeal to the Law Courts against a decision of a Board of Trade enquiry into a shipping disaster has been overruled by the Admiralty Court. The case concerned an accident near Singapore last year, and showed that a Wreck Enquiry Court in the Straits Settlements in January last year, found that the appellant, Captain John McLeod, was guilty of negligence in the grounding of his ship, the s.s. Royal Star, in the Singapore Straits. His certificate was not suspended.

Found Guilty of What.

The President of the Inquiry Court said he was nearly placed in the position of a person found guilty of a criminal charge but not subject to a sentence.

The President of the Admiralty Court after hearing counsel's arguments on the facts, held that the findings of negligence failed and allowed Captain McLeod's appeal, ordering the censure to be set aside.—*Reuter*.

The Accident.

The British freighter "Royal Star" arrived in the Singapore Roads on January 13th, 1927, down by the head and with a heavy list to starboard, having struck a reef in the outer strait an hour previously.

The Royal Star, which is owned by the Blue Star Line, and is of 4,880 tons net, was passing through from Shanghai to London when she struck a shoal patch to the North of the Beranti Beacon between St. John's and the Dutch Islands at about nine o'clock in the morning, and immediately put into Singapore for assistance.

Board's Findings.

That Captain J. McLeod, master of the Royal Star, was guilty of negligence resulting in his vessel being damaged on a submerged reef in the Singapore Strait on the morning of January 13, 1927, was the finding of the Marine Court of Enquiry which held an investigation into the casualty.

The Court was of the opinion that the casualty was caused by the negligence of the Master (1) in omitting to certify that his charts were up to date, (2) neglecting to read the instructions contained in the Malacca Strait Pilot and (3) in neglecting to have any bearings taken between 6.14 a.m. and 9.05 a.m.

Severe Censure.

The Court did not think it necessary to deal with the master's certificate but severely censured him for the act of negligence stated above. The third officer was found to be in no way to blame. The Court directed that the costs of the inquiry be paid by the Attorney General.

As to the position of the casualty the Court decided that there was no doubt that the Royal Star struck a submerged rock, but owing to the vagueness of the evidence with regard to position, it was impossible to say whether the obstruction in question was the 13 foot rock shown in the latest Admiralty chart, North of Batu Beranti, or an uncharted rock further to the North.

SOVIET GOLD FOR BRITAIN.

TEN TONS OF PRECIOUS METAL BEING SHIPPED.

Riga, Mar. 23.
A consignment of Soviet gold weighing ten tons has arrived by rail from Moscow and is being shipped to England.—*Reuter*.

SOVIET SCHEMES DOOMED.

LITVINOFF READY WITH NEW BASIS OF DISCUSSION.

PROPOSAL OVERRULED

Geneva, Mar. 23.

That the sweeping proposals for disarmament placed before the Disarmament Committee are impracticable was decided generally to-day when discussion arose over a resolution showing the impossibility of the Russian plan, which can only be realisable when international organisation is strengthened as regards both its methods of pacific procedure and systematic organisation.

The Soviet plan should, however, it was decided, be submitted to the Governments of the Members of the League to ascertain whether its provisions furnish valuable material for the limitation of armaments.

An addendum to the resolution passed empowered the Chairman to fix a date during the next Session for the second reading of the draft Convention for the reduction and limitation of armaments.

M. Litvinoff (Russia) and Dr. Bernstorff (Germany) opposed the addendum, the latter asking that the second reading should be completed in the present Session.

M. Litvinoff announced his intention of submitting a fresh plan for discussion at the present Session, but the Chairman ruled that this was impossible and the proceedings were adjourned.—*Reuter*.

REVIVAL IN CHINA TRADE.

MORE IN TWO MONTHS THAN LAST YEAR.

London, Mar. 23.
Capt. D. H. Mackay, Under-Secretary of State for Home Affairs, speaking at the Woolwich Chamber of Commerce to-day, said that China appeared to be waking up and, consequently, there was now more export trade being done to China than at any time since 1925.

He stated that it was probable that more business had been done in the past two months than during the whole of last year.—*Reuter*.

MEXICO CITY'S GOOD FORTUNE.

ONLY TWO KILLED IN VERY SEVERE QUAKE.

Mexico City, Mar. 23.
Despite the extreme violence of Wednesday's earthquake and its extension over no fewer than twelve Mexican States, only two persons were killed and less than twenty injured.

The muddy subsol of the capital acting as a cushion is said to have been the only thing which saved it from destruction.—*Reuter's American Service*.

BOOM IN TEXTILE SHARES.

GROWING CONFIDENCE IN THE FUTURE.

London, Mar. 23.
"I am afraid there will be some severe financial headaches," was the comment of a leading stockbroker to-day, regarding the hectic scenes on the Manchester Stock Exchange yesterday which resembled a textile boom almost similar to the rubber boom of 1910. The dealings reflected a change of habit by the small investors who favoured ordinary shares instead of preference shares, and thus revealed that there is a growing confidence in the future.—*Reuter*.

DUTCH BILL PASSED.

OVERCOMES ITS SERIES OF VICISSITUDES.

The Hague, Mar. 23.
The Bill authorising the succession duties on Dutch nationals living abroad has been amended, and passed by the Second Chamber by 49 votes to 12.—*Reuter*.

AIR SACRIFICES NOT IN VAIN.

SIR S. HOARE'S REPLY TO CRITICS.

MORE AT STAKE THAN WORLD RECORD BEATING.

ATLANTIC PERILOUS.

London, Mar. 23.
Sir Samuel Hoare, the Secretary for Air, speaking at Birmingham to-day spoke of recent air tragedies particularly in reference to the unfortunate loss of Flight-Lieutenant Kinkaid.

"Does the pursuit of speed justify the sacrifice of human life?" he asked.

"If it were only a matter of the pursuit of speed or the breaking of the world's record, I should agree with those who ask this question, but there is more at stake than the increase of speed and just as many of the improvements in the motor-car engine are directly due to motor-racing, so a definite advance in aeroplane design and engine improvement results from high-speed flying."

Refuse to Abandon Effort.

"Let us then, whilst showing the deepest sympathy with Mr. Kinkaid's family, refuse to abandon the effort necessary for the progress of aviation and make certain that the sacrifices of pioneers shall not have been made in vain."

In regard to the disastrous flight of Captain Hinchliffe and Miss Mackay, the Air Minister paid a tribute to the spirit of enterprise and courage that inspired them, but he warned British pilots against attempting to cross the Atlantic from East to West until machines of greater endurance were available.

The Risk Too Great.

Risk was at present too great and the odds were too heavy against success.

At the same time, Sir Samuel declared against any restriction being placed upon the right of any individual to embark upon such an adventure. He believed that British public opinion would rightly oppose the fettering of the spirit of enterprise.

Moreover, he added, if Transatlantic flights from British aerodromes were stopped, British pilots could fly to France or Ireland and make the attempt with impunity.—*British Wireless*.

MINISTER TO VATICAN.

MR. H. G. CHILTON GIVEN APPOINTMENT.

London, Mar. 23.
Mr. Henry Getty Chilton, C.M.G., becomes Minister of the Vatican in succession to Sir Odo Russell, whose appointment to be Envoy Extraordinary and Minister Plenipotentiary at The Hague was recently announced.—*Reuter*.

[Mr. Chilton, who has been Envoy Extraordinary and Minister Plenipotentiary at Washington since 1924, was born on October 15, 1877, and is the son of the late Capt. A. R. T. Chilton, late of the Royal Artillery, of Merrow, Surrey. Mr. Chilton entered the Diplomatic Service as an Attaché in 1902 and has served in various capacities in Vienna, Copenhagen, The Hague, Brussels, Berlin and Washington.]

CAMBRIDGE IN GOOD TRIM.

BREAK RECORDS IN FULL COURSE TRIAL.

London, Mar. 23.
The Cambridge eight, in an excellent full course trial on a spring tide to-day, beat the mile record by twelve seconds, the record to Hammerhead Bridge, by nineteen seconds, and finished in 19 minutes 31 seconds.

This compares with the record Oxford practice trial of 1903 when the Dark Blue eight completed the course in 18 minutes 21 seconds.

In somewhat unfavourable conditions last week, the Oxford crew did the full course in 22 minutes.—*Reuter*.

BIG UNIVERSITY IN KABUL.

HISTORY RECALLED IN SPEECH BY LORD BIRKENHEAD.

AMANULLAH'S WISH.

London, Mar. 22.

The King and Queen of Afghanistan returned to-day to Oxford where an honorary degree of Doctor of Civil Law was conferred upon King Amanullah with traditional ceremony. The proceedings were conducted, as usual, entirely in Latin.

The King and Queen Souriya were entertained to lunch by Lord Birkenhead, the High Steward of the University, in the absence, through illness, of Viscount Cave, Chancellor of the University.

Lord Birkenhead made an interesting announcement.

He said, "It is, I believe, the purpose of King Amanullah to found a university in Kabul to be the centre of culture and learning in that part of Asia and so revive the glories of the wonderful past. More than 1,000 years ago there flourished near the shores of Oxus in Northern Afghanistan, the world-famed University of Cactria."

"History relates that this illustrious city of learning was razed to the ground by the all-devouring, Janghiz Khan, world conqueror, ruthless and unrelenting."

"We in Oxford shall follow the execution of Amanullah's conception with warm sympathy and interest. It may even be that the Queen of Afghanistan's brother who is here among us to-day as an undergraduate may live to become the first Vice-Chancellor of this university."

"It is, indeed, as we realise what deep-seated difficulties King Amanullah has been called on to face and has steadfastly continued to promote the cause of learning in his far-away home."—*British Wireless*.

LI CHAI-SUM WON'T TAKE POST.

TELLS CHIANG HE'S NEEDED IN THE SOUTH.

POINT NOT SETTLED.

Shanghai, Mar. 23.

At a conference with Marshal Chiang Kai-shek on Thursday, Marshal Li Chai-sum declared that he would be unable to take up the position of Chief of Staff of the Nationalist Army. He said that the numerous reconstruction problems in Kwangtung would need his presence, and, in consequence, he would not be able to stay in Nanking.

This means that Marshal Li has refused to comply with the request of Marshal Chiang Kai-shek, who asked him to assume the office and look after the military administration in Nanking, while he (Chiang) was at the front.

Another conference will shortly be held to consider the matter. At Thursday's conference besides discussing matters pertaining to the Northern Expedition, Marshal Li made a full report of the present political and military situation in Kwangtung.

The same evening, Admiral Yang Shu-chang gave a dinner party in honour of Marshal Li Chai-sum and General Chan Ming-shu, the two distinguished visitors from Canton. Tan Yen-kai, Li Lieh-chun, General Ho Ying-ching and General Li Tsung-jen were also present.

LONDON SEEKING EXPORTS.

PORT TO REDUCE RATES ON SHIPPING.

London, Mar. 23.

The Port of London Authority has announced that very substantial reductions in the rates of exports shipped from their quays will come into operation on May 1st.—*Reuter*.

CHINESE TEMPLE ABUSES.

NEW CONTROL LAW FOR HONGKONG.

TO PREVENT EXPLOITATION OF THE IGNORANT.

RELIGION GUARDED.

Important provisions for the suppression and prevention of abuses in the management and in the administration of the funds of Chinese temples are contained in the draft of an Ordinance which is shortly to come before the Hongkong Legislative Council.

It is explained that the Ordinance is being introduced on the strong recommendation and urgent request of the leaders of the Chinese community.

It will not interfere in any way whatsoever with genuine Chinese religion. The enthusiastic support which the principles of the Bill have evoked from the Chinese community is believed to be sufficient evidence of the correctness of this statement.

Three Objects.

The objects of the Bill are:
(a) to prevent the exploitation of the ignorant by charlatans;
(b) to recover for the benefit of the community the control over public temples which have been slipping into private hands; and
(c) to prevent for the future the establishment of temples as purely business speculations.

The Objects and Reasons attached to the Bill state there has been an alarming growth of pseudo-religious establishments in recent years. Many of the keepers are simply fortune-tellers of an unrecognized and objectionable kind. Some of these temples occupy a single floor for a few months at a time until they have dealt with all the dupes of the district, when they move elsewhere.

Exempted Temples.

There are some private temples, established originally by private individuals or particular families, which are managed honestly and unobjectionably, though of course the profits go to the private owners. All temples which are clearly of this class will be specially exempted from the financial control proposed to be set up by this Ordinance. The list of the temples so to be exempted is contained in a Schedule to the Ordinance.

There are other temples, originally established by sections of the community for the benefit of the public, which are falling or which have fallen under the control of private individuals. These individuals, or their predecessors, have thus encroached on the rights of the public and can have no claim against the community to usurp the revenues of these temples. Such temples will be brought under the control of the Ordinance.

For the future it is felt that temples should not be private property, conducted for the pecuniary benefit of private individuals. Accordingly, all future temples will also fall under the control of the Ordinance.

Committee of Control.

The main principles of the Ordinance are that, except in the case of the exempted temples, the revenues, funds, investments and properties of all Chinese temples shall be under the control of a strong Chinese Committee, presided over by the Secretary for Chinese Affairs, and that any surplus revenues remaining after providing for due observance of the customary ceremonies and the maintenance of the temple buildings and temple properties shall be applied for the purposes of Chinese charities in the Colony generally.

Control of this kind and with this object, though not by means of the same machinery, is not unknown at present. It has been tried, and tried successfully. One example is that of the Man Mo Temple, which is regulated by Ordinance No. 10 of 1908. Another example is that of the Hau Wong Temple near Kowloon City. Ten years' control of this temple has resulted in a surplus sufficient to justify the use of it in connexion with the Chinese Dispensary. This use of the Balance

(Continued on Page 16.)

Bulls and Inners

From the Office Butts.

A "Taipan" cigar is announced for sale. It should reach the Peak certainly reached great heights. Reviewers of the 7th Heaven of popularity.

One of the plays to be shown by the Wilbur Company is "Hand of connubial bliss. Otherwise the cuffed." The audience should be returns are normal.

According to an advertisement in the Post, a young Englishman desires a prechubing. —or, really?

The Doings of the Week appear to be very weak doings.

After Sunday's success at Stonecutters, we shall from now on expect local Scots to have a shot at "Bulls and Inners."

Maybe the Shanghai ricksha coolie who was seen in a frock coat and derby hat is aspiring to a seat on the Municipal Council.

Judging from the workmen employed last Sunday repairing the sashes to some windows of St. John's Cathedral, it would appear that the Church authorities do not believe in the keeping of the Sabbath Day hol(e)y.

One thing about some of these modern flats is that they leave no room for complaint.

A Japanese trawling company has just paid a dividend of 66 per cent. Net profits?

"Train held up," says a news announcement. This doesn't include the one the other day at a local wedding.

"Doctor, I have a terrible fear of being buried alive." "Calm yourself. With me attending you that would be impossible."

A scientist declares that the Earth will last only a billion years before MacWhirter now feels safe together.

The trouble with a lot of this but we doubt whether you can Higher Education is that it doesn't effect marine insurance on a always reach as far as the head, floating rib.

"Mystery Racing," says contemporary in referring to Saturday's Extra Meeting. We suppose somebody couldn't explain why the pony he backed didn't win.

Market Report:—Good noodles known by their deeds; others by are still much in demand in their mortgages.

But for the fact that somebody stole the Mayor's collar, the Judge of the Tai Po Supreme Court would have had a pair of white gloves in last week. Otherwise, crime in the district is normal.

"Jib at Job at Gib," is probably the way American newspapermen headed the report of the strike of coal-heavers at Gibraltar.

A local wedding habitude has been ordered by his doctor to give up drinking too much champagne. MacWhirter, he says that there is no such thing.

Traffic in Hongkong is now a procession of cars looking for hires.

The O.B.I. this week goes to the Daily Press for announcing that the Land Investment Company purchased Powell's Building for \$500.

British boxers are becoming more generous. They've just given socks to French and Belgian fighters.

"The evils of idleness," says a local newspaper headline. Of idleness too much.

The Rev. Mr. Quick believes that being quick at work through labour-saving methods is laziness. But, perhaps, it is better to be quick than dead.

The local Theosophist who gave an address on "The Coming Race," headdress, which reminds us that forgot to tell his hearers which lots of pipers get the bird.

"Shanghai Lady Loses Money in China," says a time concerning the heading in a contemporary. Looks ordinates. Nowadays, it is more as if the wrong adjective was used: often a case of a bullet in.



These crews of naval ships who are homeward bound should be feeling joyful, even if not in transports.

Perhaps some of these tailors would do better if they had a maid to measure.

In a Home court a judge has been deciding what "money" means. Only means.

A slight earthquake was recorded on Sunday which probably accounted for several Scotsmen being unable to shoot straight.

To-day's thought:—Some are by their deeds; others by are still much in demand in their mortgages.

"Percy"—Thanks but we know the one about the Aberdeen ask to have his eggs laid at a broadcasting station.

MacWhirter's advice to new husbands:—It is safest to tell your wife everything, but tell her before someone else does, and tell her that which you are sure she will find out.

This week's book:—"Who Drove the Car?" by Lord Kensington.

The directorate of the Cement Company are likely to make some concrete proposals in the near future.

Mr. R. E. Lindsay in the sedulous literature case on Wednesday took the evidence as red.

Radio is reported to have restored a man's memory. He must have been suffering from a short brain-wave.

Now China is using aeroplanes, a number of politicians may be excused for flying.

The O.B.I. is also awarded this week to the St. John's Church Magazine for the invitation to those with no voice to come and have it trained.

Indian goat owners pleaded non-ownership of trespassing animals; they were just kidding.

The pipers of the Scots Guards are to have a black petrich feather on their hats, which reminds us that they were just kidding.

Once upon a time, headquarters in China sent out numerous bulls and Jewels in Nice Hotel, says a time concerning the heading in a contemporary. Looks ordinates. Nowadays, it is more as if the wrong adjective was used: often a case of a bullet in.

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INDIAN FUNCTION.

TEA PARTY AT SAVOY.

At the Hotel Savoy yesterday afternoon, the Committee of the Khalsa Diwan together with a few leading members of the Indian community in Hongkong, entertained Mr. K. S. Chowdhury, the first Indian barrister-at-law, to practice in the Colony.

The chair was occupied by Mr. M. P. Talati.

The Secretary of the Khalsa Diwan, addressing the gathering, wished Mr. Chowdhury a long and successful career in the Colony and expressed the hope that Mr. Chowdhury's presence in Hongkong would prove beneficial to the community in general.

Mr. Chowdhury in reply thanked the Secretary for the kind words he had used. He said that he felt a great responsibility on his shoulders as the first Indian barrister, and that he must proceed in such a way that he would finally accomplish his task in Hongkong.

Continuing, the speaker said he would be happy to be in a position to help the community to which he belonged. He assured his audience that he had no narrow-minded views about him and that he was prepared to work for one and all—not necessarily because of the fees he would receive.

Speaking of his experiences Mr. Chowdhury mentioned that he had been a Magistrate in the Government Service previously at Rawalpindi and that when he left Rawalpindi, practically all the members of the Bench and Bar honoured him by giving him a gigantic send-off, an event which Mr. Chowdhury said was hard to forget.

Speaking of Mr. Chowdhury, Mr. Bishen Singh said that Mr. Chowdhury was an officer during the war and served till 1919, when he proceeded to England to study law. Mr. Chowdhury was a much travelled man, and Mr. Bishen Singh felt certain that the experiences gained by Mr. Chowdhury would be of great service and benefit to those who sought his aid.

COMPANY REPORT.

DOUGLAS COMPANY HAS SATISFACTORY YEAR.

The report of the Douglas Steamship Company to be presented to the annual meeting of shareholders to be held on Monday, April 2, states:

After paying the running expenses, docking charges, premia of insurance allowances for leave and pensions, the net profit of the year's working is \$113,608.43 and after writing off the sum of \$67,508.43 for depreciation, there remains a balance of \$46,100 which it is proposed to transfer to the credit of the Reserve Fund, which will then stand at \$129,010.05.

Cost trade has been satisfactory during the period under review, but the loss in Exchange on the earnings at the Coast ports has again proved to be a very serious item, amounting to nearly \$33,000.

Consulting Committee.

Mr. L. J. Davies resigned his seat and Mr. C. G. S. Mackie was invited to fill the vacancy.

The Committee now consists of the Hon. Mr. D. G. M. Bernard, Sir Robert Ho Tung and Mr. C. G. S. Mackie, who retire but offer themselves for re-election.

Auditors.

The accounts have been audited by Messrs. Lowe, Bingham and Matthews and Messrs. Linstead and Davis who retire and offer themselves for re-election.

Washington, Mar. 23.

A further step in the Taipan Dome trial has concluded in Justice Bailey ordering Sinclair to be tried alone on April 4. Fall is too ill to attend.—*Reuter's American Service.*

VICTORIA DIOCESE.

ANNUAL MEETING OF THE ASSOCIATION.

The annual meeting of the Hongkong Branch of the Victoria Diocesan Association was held at the Cathedral Hall last night, when officers and group representatives were elected and the annual report was read by the Hon. Secretary, Miss Sawyer.

The balance sheet was presented by Lieut. Col. T. A. Robertson and approved, and the annual report was read by the Rev. N. V. Hallward in the absence of Mrs. E. D. C. Wolfe.

The membership of the Association in England is rather more than 400 and in Hongkong now stands at about 276.

The reunion in London last year commenced with a service of Holy Communion at St. Martin-in-the-Field at which the Bishop of Victoria celebrated and the Rev. G. R. Lindsey gave the address. There was a large gathering for the reunion itself. The Bishop of London presided and he was supported by the Bishop of Victoria, Hongkong, Bishop Baniater, Bishop Lander, Archdeacon Barnett, Sir Claud Severn and the Officers of the Association.

The new constitution came into being at the annual general meeting and is on trial for two years. A Council, Standing Committee and a Finance Committee were formed.

Grants Made During Year.

At the first meeting of the Council, members of the Standing Committee were elected, and at a later meeting a report on the new constitution by the sub-committee was adopted. In this report it was decided that no limit shall be set to the number of co-opted members of the Committee, provided that the elected members are not placed in a minority.

The following grants were made during the year.

\$500 to St. Andrew's Hostel, Canton.
\$100 to Gospel Hall, Castle Peak.
\$500 to St. Stephen's Hall (Hostel for women students at Hongkong University).
\$100 to the Diocesan Library.

\$700 to various workers in the diocese.

Two "At Home" were held during the year in the Helena May Institute; both were well-attended and very successful. Those social gatherings give great stimulus to the interest of members in the work of the Association, enabling them as it does to meet each other and bring their friends who are possibly new-comers to the Colony and who are by this means able to hear what the Association stands for and glad to have an opportunity of joining.

Xmas Gifts Fund.

An appeal for donations was sent out in the middle of November and a notice printed in the Press to which there was a very generous response resulting in a total of \$511.00 also several gifts of toys.

A special Committee was formed under the chairmanship of Mrs. A. C. Hynes and after getting details of what was required by the various institutions, gifts were purchased and sent to 916 children, also to patients in the Government Civil, Netherlands, Pakhoi and Yunnanfu Hospitals. A cheque for \$100 was given to Miss Jennings of the Victoria Home and Orphanage for the purchase of prizes and gifts for 1,000 children in the C. M. S. Vernacular Day Schools and \$25 to Miss Bewick for gifts to the inmates of the Blind Home, Kowloon City.

Among the institutions helped were 10 schools in Canton, 5 in Pakhoi and the Causeway Bay Schools besides the Hospitals mentioned above. As gifts are now sent to adult patients in Hospitals, including the Leprosy in Pakhoi Hospital, it was decided at a meeting of the Standing Committee of

PECULIAR DEATH.

CORONER'S INQUEST.

A peculiar case was investigated by Mr. W. Schofield and a jury at the Kowloon Magistrate's yesterday afternoon when an inquiry was held into the circumstances of the death of a Chinese boatwoman who died on board her craft on the afternoon of February 27.

In informing the jury of the nature of the inquiry the Coroner said: "It was reported to me that a woman had been sent to the Kowloon mortuary on February 28. The cause of death as stated to me were lobar pneumonia and asphyxia from drowning. It was afterwards stated to me that a liquid found in the thorax of the deceased was sea water."

"Statements have been taken by the Police from people who had been connected with the deceased. All these people say that as far as they knew the deceased had never been in the water at all."

Medical evidence was then called.

In summing up his Worship pointed out that the only evidence of drowning was from the results of the post-mortem examination which were based on the excessive amount of salt found in the fluid in the thoracic cavity. The Coroner intimated that there were two views of the cause of death. The woman had died from lobar pneumonia alone or from that and asphyxia from drowning.

The jury returned a verdict of death from natural causes.

OBITUARY.

DEATH OF MICHIGAN SENATOR.

Washington, Mar. 23.
The death has occurred of Senator W. N. Ferris.—*Reuter's American Service.*

the V. D. A. to change the title of this fund from "Xmas Toy Fund" to "Xmas Gifts Fund."

During the year goods to the value of nearly \$600 were despatched to England for the bazaar held in London in November.

Reports from the secretaries of the Cathedral group, St. Andrew's group and St. Peter's group were also read.

The Group System.

Miss Sawyer, speaking on the possibilities of the group system, said it was intended to link up the activities of the Diocese.

The Diocese was too large to be run by one community with one governing body, and it had been decided to divide it up into groups. The success of the system depended on three things, the leader, the committee and the knowledge of the members. She suggested that each group should be run as a miniature V.D.A., and stressed the importance of regular meetings for specified objects of prayer. Other activities of the groups could be study circles, working parties and social gatherings.

Each group should do its utmost to achieve some practical piece of work for the Diocese, such as district visiting, evangelical work, or assistance with the Diocesan Girls' School. In addition the work of the parish magazine might be taken out of the hands of the parish priest.

With regard to St. Andrew's, Kowloon, Miss Sawyer said she thought there was a need for a girls' club or a club for young people, the organisation of which might be vested in V.D.A. members.

Touching the subject of finance, Miss Sawyer pointed out that present annual subscriptions were not sufficient to cover expenses. She suggested that each group might have its own financial officer, who would be responsible for collecting a minimum amount of money each year. In conclusion, Miss Sawyer suggested that each group should try to keep alive a real personal interest in the work of the Diocese.

To Kowloon Motorists.

MOTOR GARAGES CHATHAM ROAD, KOWLOON.

The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

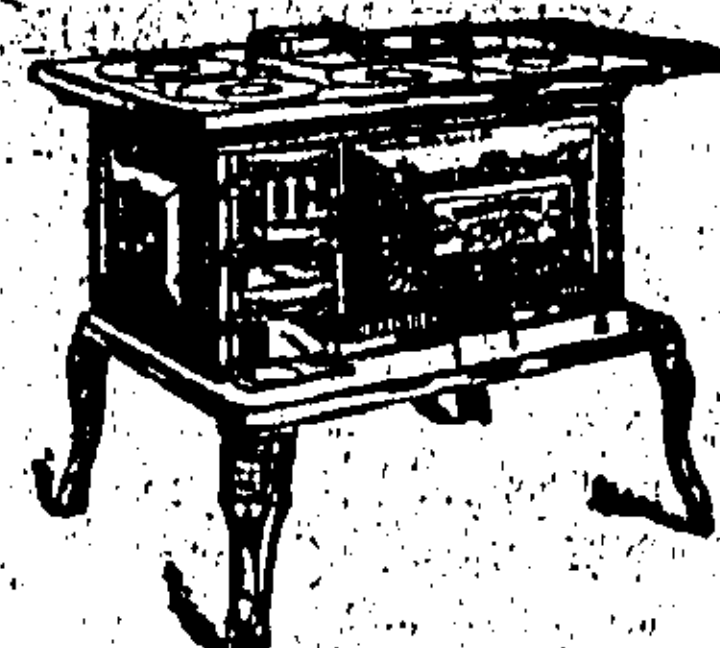
In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to

The Secretary,
HONGKONG ENGINEERING
CONSTRUCTION CO., LTD.
St. George's Building, Hongkong.

TELEPHONE CENTRAL 4561.
(Twelve lines)

THE DOVER



The Ideal Stove

Estimates submitted
for all types of stoves.

GAY KEE

89, Des Voeux Road, Central.
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Welcome
EXPERT OUTDOOR
PHOTOGRAPHERS.

QUICKEST SERVICE

IN
DEVELOPING, PRINTING,
AND
ENLARGING.

(Official Photographers)

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"Hongkong Telegraph"

Address.

ICE HOUSE STREET.

(BEHIND HONGKONG

ELECTRIC CO., SHOWROOM.)

METALS

of all kinds especially for ship-
building and engineering work.
Complete stock. Best Terms.
Immediate delivery.

SINGON & CO.,

ESTABLISHED A.D. 1890.

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MASSAGE

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By Small

Lung trouble

can often be avoided
by the timely use of
SCOTT'S Emul-
sion which is widely
prescribed in all
affections of the
throat and chest.
Ask for



**SCOTT'S
Emulsion**
The protector of life

SALESMAN SAM

GUZZ HAS
OFFERED TO GIVE
SAM \$100, IF
HIS SALES BE-
TWEEN NOW +
DECEMBER 23
AMOUNT TO
\$5000 - WILL
SAM GET THE
HUNDRED? TIME
ONLY KNOWS, +
IT WON'T TELL
UNTIL THE TIME
IS UP! LOOK OUT
FOR SAM'S DUST
HIS FULLA PEP
AS THE OPENING
DAY OF THE CON-
TEST ARRIVES!

OH, YES, MRS. TONNAGE
COME RIGHT DOWN TO
TH' STORE AN' ASK FOR
ME! I'M SURE I CAN
TAKE CARE OF YOU!

125 POUNDS! OH, I'M THRILLED TO
PIECES! I KNEW ALL THE OTHER SCALES
WERE WRONG! IF YOU CAN DELIVER THIS
ONE TOMORROW, I'LL TAKE IT!

Wasn't in vain

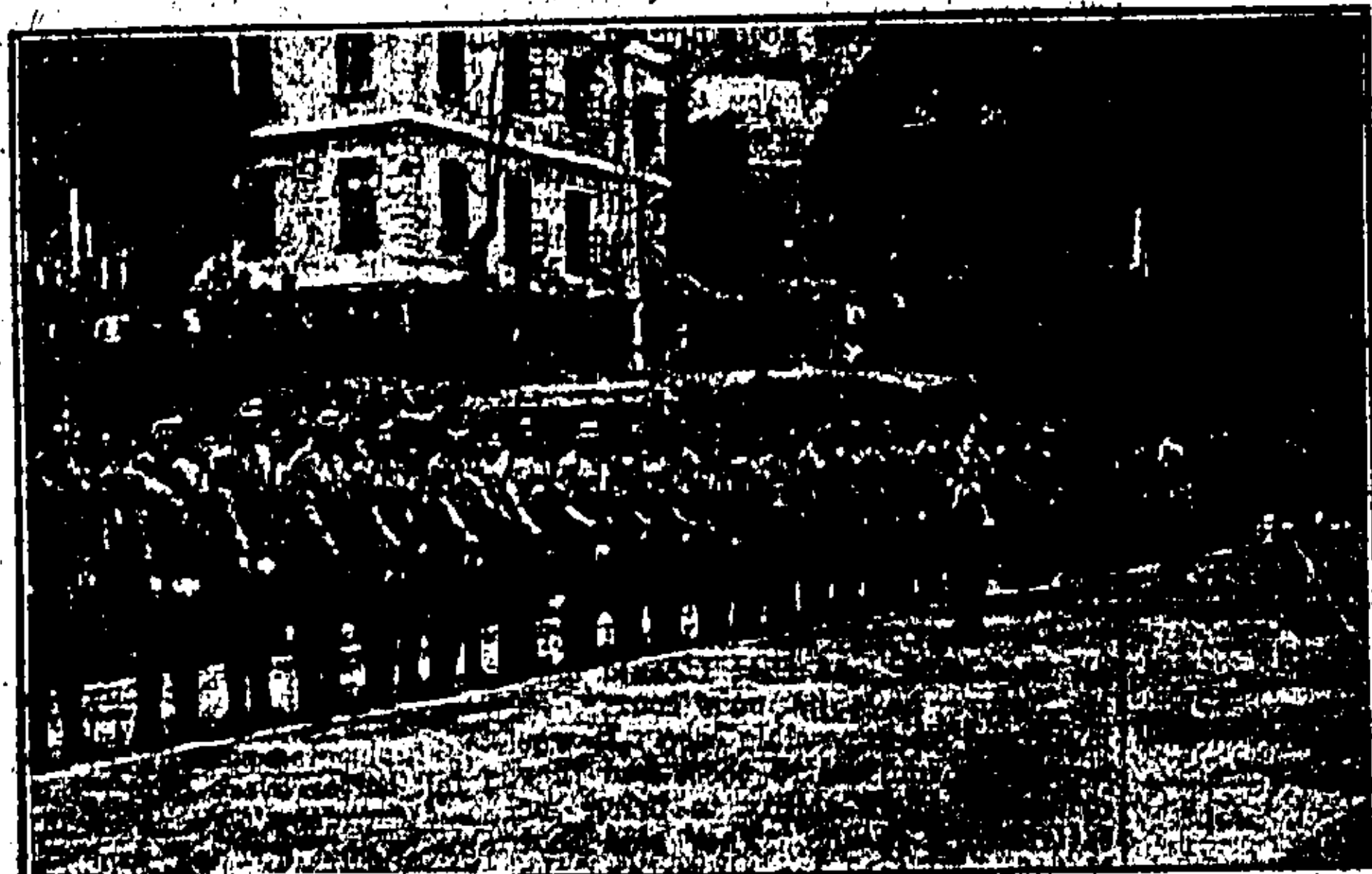
FINE WORK, SAM! THAT
MAKES YOUR SALES TOTAL
FOR TH' FIRST DAY \$280.56!
BUT I DON'T SEE HOW SHE
EVER GOT DOWN TO 125!
MUSTA HAD A LOTA
EXERCISE LATELY!

SAY! I'M
TH' ONE
WHO'S
HAD TH'
EXERCISE

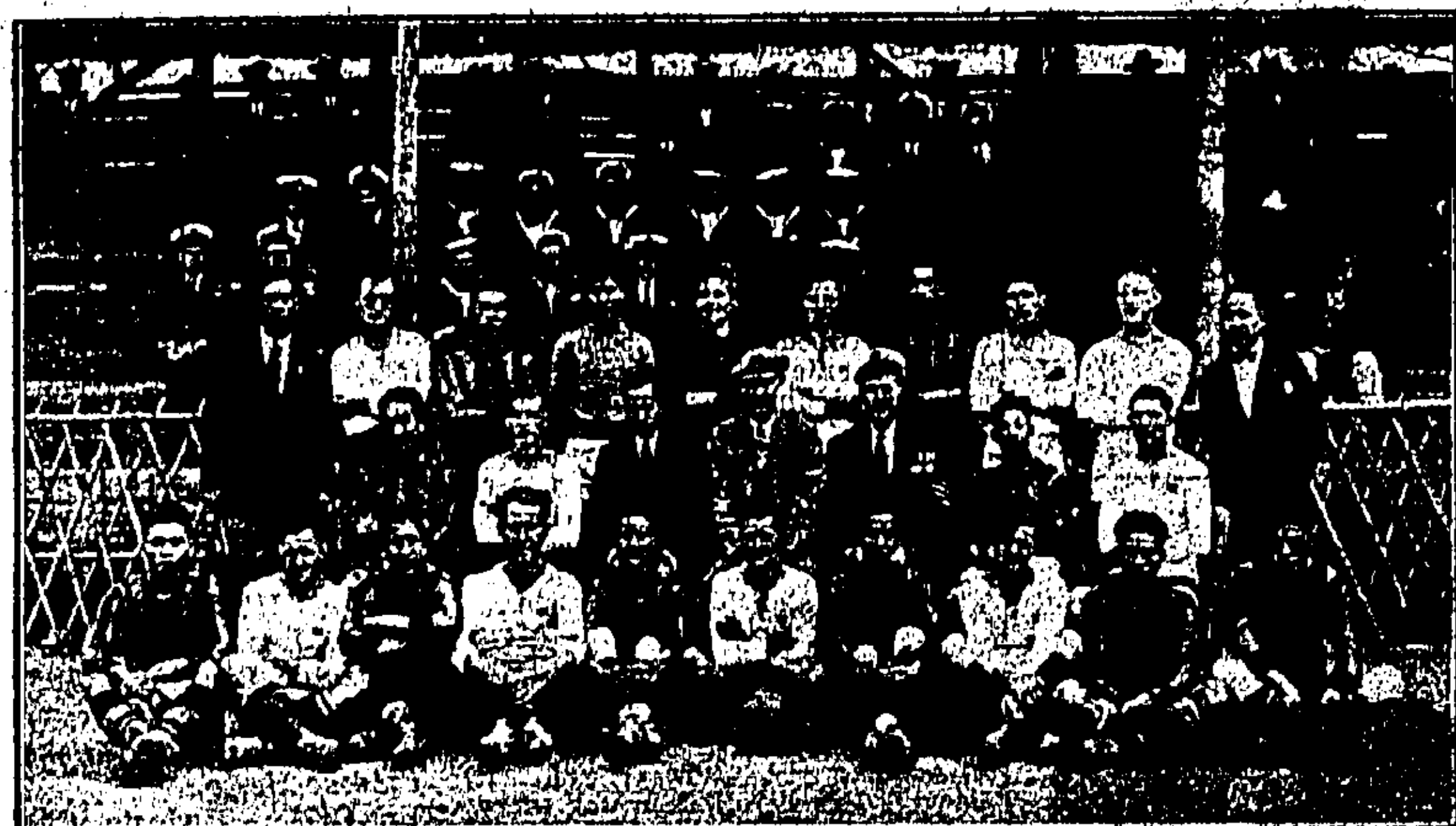
I WORKED FOUR
HOURS T' GET THAT
SCALE T' REGISTER
THAT WAY!



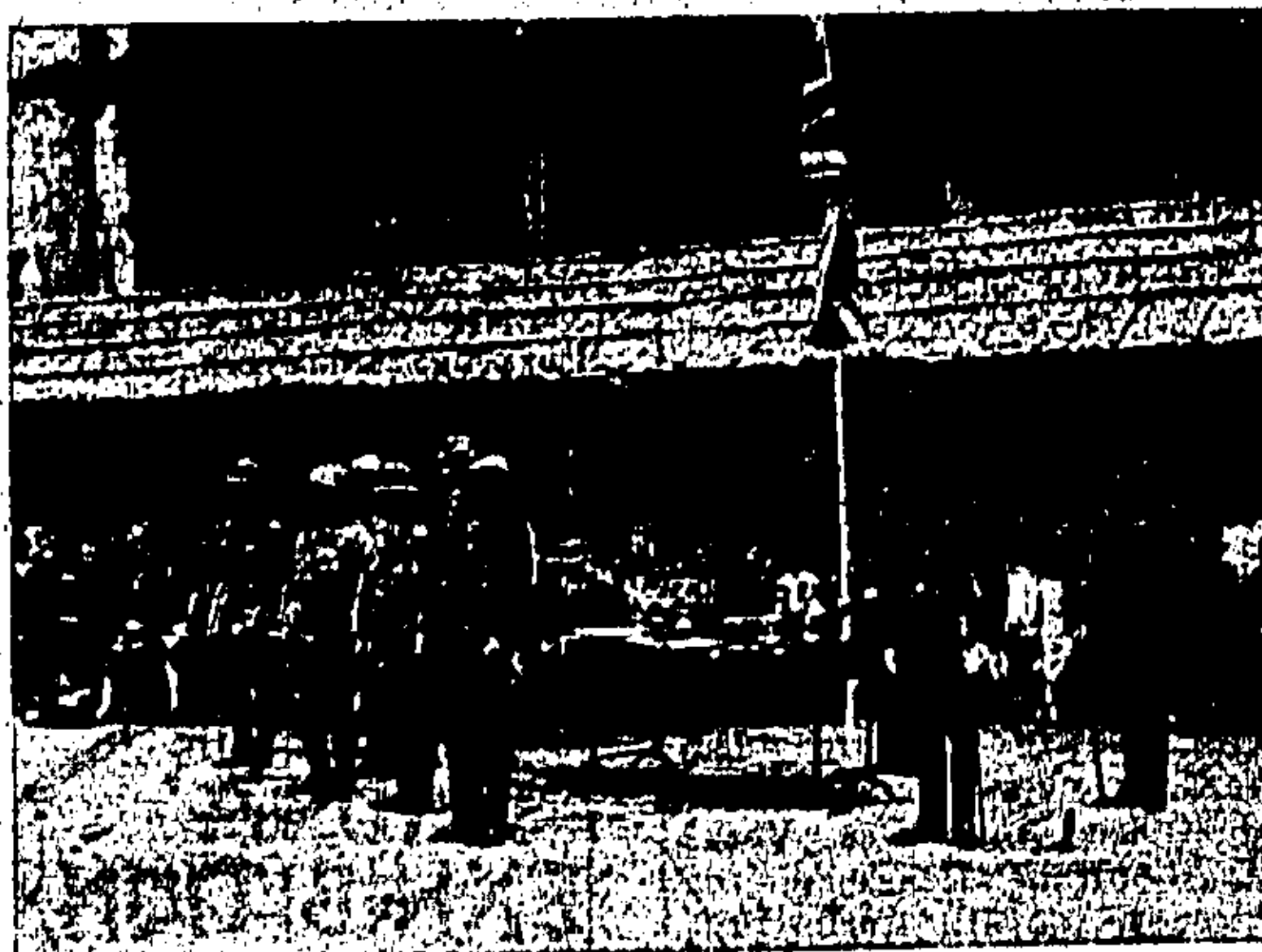
Pictures taken on the occasion of the wedding of Lieut. R. A. Poyton, R.N., and Miss Iris Thornhill. Left, the bridal party; right, the couple leaving the Cathedral under arch of swords. (Photos: Ming Yuen).



The recent inspection of the Hongkong Volunteer Defence Corps. Left, some of the Scottish Company; right, Major General Luard conversing with officers. (Photos: Ming Yuen).



The Navy and Sacred Heart College football teams, who played a charity match on Sunday, the latter winning. (Photo: Mee Cheung).



H. E. the Governor at the saluting base at Friday's inspection of the St. John Ambulance Brigade. (Photo: Ming Yuen).



Stretcher-bearers of the St. John Ambulance Brigade being inspected by H. E. the Governor. (Photo: Mee Cheung).



Some well-known lady golfers, photographed at Fanling on Tuesday last. (Photo: Ming Yuen).



Left, some of the nurses on parade at the St. John Ambulance Brigade inspection; right, H. E. the Governor watching first-aid demonstration. (Photos: Ming Yuen).



Shoes for Men

PLIANT BROWN WILLOW CALF SHOES. HAND-SEWN PRINCIPLE. NARROW AND MEDIUM TOES. ALL SIZES AND FITTINGS. FROM \$19.50 Per pair.

The K idea of comfort is a shoe that clasps the heel and instep snugly but leaves the toes free to move naturally as you walk. If your shoes do not give you this comfort try a plus-fitting K which has extra but unseen toe room. For instance a plus four fitting K shoe has normal heel and ankle with extra but concealed room for the toes.

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

BOOTE'S TILES
USED ALL OVER THE WORLD

FLOOR TILES-MOSAICS-FAIENCE
WALL TILING TO SUIT ALL TYPES OF BUILDINGS
LEADLESS WHITE OF THE HIGHEST GRADE
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SOLE AGENTS
SHEWAN TOMES & CO. HONG KONG.

CANTON'S REIGN OF TERROR

Photographs showing the terrible

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MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

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"MARODELO"

NON GREASY HAIR CREAM

This unique preparation is specially compounded from the finest products obtainable, is a perfect dressing and fixes the hair in any desired position and renders it soft and glossy.

SPECIAL PRICE 50 cts. Bottle

KEY CASES

Real English leather key cases.
Well made. Holds 9 keys.

SPECIAL PRICE \$1.50

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Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

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The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

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295, 300, 301, 305, 306, 315

BOARD RESIDENCE.

FAMILY HOTEL—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

FOR SALE.

FOR SALE—British Registered Auxiliary Yacht "SNIPER," 62 feet over all. Gross Tonnage 20.67. Re-built and re-engined 1927. Winner of Championship and other races this season. Unique floating home for bachelors. Accommodation and outfit for eight people.

FOR SALE—16 Unused Japanese commemorative Stamps, 10, 4, 3, 1½ sen. In 4 complete sets \$1.40. Write S. W. Ching, 77, Leighton Hill Road, Top floor.

PREMISES TO LET.

TO LET—From end of March to October, Peak. One European furnished HOUSE with three bedrooms, electricity, gas and flush. Five minutes from Peak Station. Apply to Box No. 327, care of "Hongkong Telegraph."

TO LET—One Office Room. Apply Hazeland and Gonella, Asiatic Building.

TO LET—Two or three furnished flats with bathroom attached, Hongkong side. Apply Tel. C.380.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

HONGKONG DEVELOPMENT BUILDING & SAVINGS SOCIETY LTD.

(IN LIQUIDATION).

Contributors who have paid the call made on the 5th day of October, 1928, in full, are requested to present their Share Certificates to the undersigned for endorsement.

J. HENNESSEY SETH, S. HAMPDEN ROSS,
Liquidators,
c/o Percy Smith, Seth & Fleming,
Hongkong, 21st March, 1928.

DOUGLAS STEAMSHIP COMPANY LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices, P. and O. Building, on **MONDAY, the 2nd of April, 1928, at 11 a.m.**
The transfer Books of the Company will be closed from the 29th of March, to 2nd of April, both days inclusive.

DOUGLAS LARRAIK & CO.,
General Managers.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Third Extra Race Meeting to be held on Saturday 7th April, and on Monday 9th April, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.
Entries will close at 4 p.m. on Thursday, 29th March, 1928.

INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

The Annual Dinner will take place in the Rooms on Friday, the 30th March, 1928, at 8 p.m. His Excellency The Governor, Sir Cecil Clementi, K.C.M.G., our Hon. President, has intimated his intention of being present.
Those desirous of attending are requested to notify the Hon. Secretary as soon as possible.

DINNER DRESS.

A. LANDSBERG,
Hon. Secretary.

HONGKONG LAWN TENNIS ASSOCIATION.

The ANNUAL MEETING will be held at the H.K.C.C. Pavilion on **MONDAY, 26th March, at 6 p.m.**
Clubs intending to participate in the League are requested to send representatives to this meeting.

NOTICE.

KOWLOON BOWLING GREEN CLUB.

The Twenty-eighth Annual General Meeting of the above Club will be held in the Clubhouse on **FRIDAY, 30th March, 1928, at 6 p.m. prompt.**

A. CHAPMAN,
Hon. Secretary.

SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

The Annual General Meeting will be held in the Board Room of Messrs. Jardine Matheson and Co., Ltd., on **WEDNESDAY, the 28th day of March, 1928, at 5.30 p.m.**
All those interested in the work of the Society are invited to attend.

B. O. BLAKER,
Hon. Secretary.

TELEPHONE SERVICE BETWEEN

HONGKONG AND KOWLOON.

From 17th March, 1928, until further notice, telephone service between Hongkong and Kowloon will be restricted owing to harbour dredging operations necessitating the removal of our submarine cables and resulting in a reduction in the number of junctions available to carry the telephone traffic between the above mentioned places.
A full service will be restored immediately dredging operations cease.

J. P. SHERRY,
Manager.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Fifty-ninth Ordinary General Meeting of Shareholders will be held at the Offices of the Undersigned on **Monday, the 26th March, 1928, at Noon**, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1927.
The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1928, both days inclusive.

JARDINE MATHESON & CO. LTD.
General Managers,
The Hongkong Fire Insurance Co., Ltd.,
Hongkong, 6th March, 1928.

NOTICE.

QUEEN'S COLLEGE OLD BOYS ASSOCIATION.

The Eighth Annual Dinner of the Association will take place on **Saturday the 14th April, 1928, at 8.00 p.m.** in the Hall of Queen's College.

Members desiring to attend and to invite guests are requested to communicate with the Hon. Treasurer, Chow Ping Un, Esq., c/o Assurance Franco-Asiatique.

By order of the General Committee,
C. G. ANDERSON,
Hon. Secretary.

CHURCH NOTICES.

Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital).
Sunday, March 25th, 1928. Morning Service, 10.15 o'clock. Subject: "Phillip of Bethsaida." Afternoon 3 o'clock: Sunday School. Evening Service, 6 o'clock. Subject: "Job among the ashes." Preacher at both services Rev. J. C. Knight Anstey. Sailors' & Soldiers' Home, Arsonal Street. Sunday: 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Service Men's Hour. Monday: 8.00 p.m. Ladies' Church Aid Meeting. Wednesday: 8.15 p.m. "Gospel Meeting for Service Men only."

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Reality." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall—7, Duddell Street, Sunday night, March 25th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "THE ELIJAH MESSAGE." Everyone welcome.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the Forty-third Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Wednesday, the 28th March, 1928, at 11.30 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1927.
The Register of Shares of the Company will be closed from Thursday, the 22nd day of March, to Thursday, the 29th day of March, 1928, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th Mar., 1928.

THE BANK OF CANTON, LIMITED.

NOTICE is hereby given that the Seventeenth Ordinary Annual General Meeting of Shareholders of the Company will be held at the Head Office, No. 6 Des Voeux Road, Central, Hongkong, on Wednesday, the 4th April, 1928, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1927.

The Transfer Books of the Company will be closed from the 20th March, 1928, to the 4th April, 1928, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,

LOOK POONG SHAN,
Chief Manager,
Hongkong, 19th March, 1928.

THE HONGKONG AND SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders of The Hongkong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hongkong), on Thursday, the 12th day of April, 1928, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1927, confirming the appointment of a Director and re-electing a Director and the Auditors.

By Order of the Board,
C. G. COPLEY,
Secretary,
Hongkong, 20th March, 1928.

CHINA AUCTION ROOMS.

6, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.
E. V. M. R. de SOUSA.

MACAO RACE CLUB.

Draft programmes and entry forms of the Seventh Extra Race Meeting to be held on Sunday 15th April, 1928. (WEATHER PERMITTING) can be obtained upon application to The International Race Advertiser Co., 3rd Floor, Race and Recreation Club of Macao, Ltd., Hongkong Jockey Club, Causeway Bay Stables, and Rotor Advertising Co., 3rd Floor Exchange Building, Hongkong.
Entries will close on Tuesday, 3rd April, 1928 at 1 p.m.

FANLING HUNT.

STEEPLECHASES.

SATURDAY, 31st March, 1928.
First Race 3 p.m.

ADMISSION: Public Enclosure \$1.00

Ladies Free.
Admission to Subscribers' Enclosure on production of badge only.

Subscribers can introduce Two Ladies Free and Two Non-members at \$5.00 each.

Tickets obtainable from Dr. F. Pierce-Grove, Alexandra Buildings. Special Trains leave Kowloon 2.00 p.m. Return from Fanling 6.00 p.m. Return Fare 1st Class \$1.50, 2nd Class 90 cents.

FREE PARKING FOR MOTOR CARS.

CONSIGNEES' NOTICES.

N. Y. K. LINE.
From EUROPE and STRAITS.

The Steamship, "TOYOOKA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 20th March, 1928, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 23rd March, 1928.



POPULAR DANCE RECORDS

Now.
6294 My Blue Heaven (Fox Trot)
Tell Me Little Daisy
6325 Among My Souvenirs
Cobble Stones
6324 Together We Two
Did You Mean It
6083 Doll Dance
What Do I Care
6111 Russian Lullaby (Waltz)
Dawn of Tomorrow
6249 (Here Am I Broken Hearted)
No Wonder I'm Happy
Kowloon Music Store
Kowloon Hotel Building
KOWLOON

STAR

Special Comedy Season



Starting
TUESDAY, Apr. 3rd

HEAR MUSIC PLAYED BY THE
FOREMOST ARTISTS IN
YOUR OWN HOME ON THE

MORRISON

ELECTRIC EXPRESSION
PIANO DE LUXE

From the snappiest

Fox Trot to the most

intricate Classic,

all are faithful

reproduced by this

marvellous expres-

sion piano.

Demonstrated

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(Entrance Ice House Street.)

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HYDROGEN, NEON, ARGON
NITROGEN.
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Everything for the
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THE FAR EAST OXYGEN & ACETYLENE Co., Ltd.

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M. J. E. GUILLOT, Manager.



T. NAKAO

Japanese Shoe Expert.
TORTOISE SHELL BOXES AND
CASES A SPECIALITY.

Hongkong Hotel Building,
Queen's Road Central.

TWICE SAVED FROM BEING AN INVALID FOR LIFE AFTER THE DOCTORS HAD FAILED BOTH TIMES. POO ON CHINESE HERBS CURED HIM PERMANENTLY.

Doctors advised amputation of arms in 1917 to prevent death from blood poisoning and the second time cut out tonsils and extracted all teeth to cure rheumatism due as they thought to injuries. Man testifies that at both times Poo On Chinese Herbs were the only means of saving him from being an invalid for life, relieving him of terrible pain.

C. W. Owens, who now lives at 220 Leon Street, Modesto, California, U.S.A., and who formerly lived at 651 Wolf Avenue, Turlock, California, said recently, "On March 20, 1917, I left Modesto for Tacoma, Washington, where I was engaged in a logging camp as head logger. I worked at this trade up to this year. It was on January 1st, 1925, while working on a wharf, that a truck backed and struck me. I fell and landed on my right shoulder and leg. My right side was badly injured and for over a year I was unable to do any work. I was in the hospital three months and during this time eight physicians examined and treated me. Each had a different opinion, but the majority thought I was suffering from rheumatism, due to my injury. Then they decided I might get help from drugless treatments, but after taking them for a while my condition was even worse. Instead of better. The physicians then thought that I had pyorrhea and catarrhal troubles and advised that my tonsils and teeth be all taken out and this was done according to their advice. Then my hands and joints all over my body began to swell and I got worse and worse. My wrists got as stiff as boards. My head ached and I had pains all the time and all my body. My pains were so bad that I could not sleep at night. My appetite was absolutely no good and I could only drink a little milk or take a little light food. I could not lie on my back or on my side. If I did my breath would be cut short. At times I could only lie on my left side for 10 or 15 minutes but this was the longest as my pain aroused me. The physicians at the hospital tried all they could to give me relief and to cure me, but they said they had done all they could and that I could only let nature have its own course, as mine was an impossible case. It was something unusual to them and they exhausted their ability to bring me satisfactory results. They said that Nature will take her course and the trouble will wear itself out. Then I began to think how badly I was when in Modesto, in 1916, I was hurt and crippled up nearly as bad—may be worse. At this time I was examined by six physicians. They all told me that my arms must be amputated or I would die of blood poisoning. After relatives and friends recommended me to take the Poo On Chinese Herbs I decided to try them. I was then a complete nervous wreck and a cripple and had painful sufferings. After taking the herbs for three weeks, I went to work on my uncle's ranch and could plough two acres of land a day and chop wood. I have been a well man and enjoyed the best of health and had no illness of any kind until this last accident happened to me. On January 1, 1925, I weighed 190 pounds and when I left Tacoma I weighed only 127 pounds. When I arrived in Modesto I was on two crutches. I was unable to get into the house of the Poo On Chinese Herb Company, without help. After taking the herbs in the neighborhood of two weeks, I threw away my crutches and now I am able to walk naturally. My wrists are free from all swelling and stiffness and all pain has left me. I sleep well every night and eat everything I want. I go anywhere and can walk one or two miles a day without distress or difficulty. My only complaint is that I cannot chew because my teeth are all gone. I eat things I am able to without my teeth and everything digests fine. My case seemed so impossible and so many doctors had given me up I certainly feel that the Poo On Chinese Herbs have done wonders for me. I cannot say enough to praise them.

The following testimony is given by Mr. Owen in 1917 when he took the Poo On Chinese Herbs for the first time:

Mr. Owen says:—"Last year, on September 20, my arm was hurt from a fall. I then began to suffer great pain in my back and the bottom of my left foot began to swell. My arm grew smaller, from 19½ inches to 5½ inches, and my weight fell from 185 pounds to 145 pounds in three months. The pain was so severe that I could not sleep at night; sometimes only able to sleep five or ten minutes at a time. I would have to get up or keep moving about to feel easy and get rest. I could only lay on my right side. My left hand and arm were practically useless. My left foot was as bad as that I could just drag it around. I doctored with six physicians, spending \$400. They told me there was no hope for me to get well. I took the medicine from them but it did me no good. At last one doctor told me my arm would have to be taken off or I would never get any better, and there might be a chance for my trouble to grow out by itself. I did not want to take the chance of losing my arm and then not recovering. A friend told me to see the Poo On Chinese Herbs Company and find out if the Chinese Herbs could benefit my case. He had heard of other cases similar to mine being cured. I really did not have much confidence in becoming well but on the strength of my friend's advice I called on the Poo On Chinese Herbs Co. to learn what results I might expect from the herbs treatment. My brother and my wife took me to the Poo On Chinese Herbs Company, assisted me into the place. My hand and arm were practically useless. I could not raise it to put it on the desk without assistance, and could only drag my left foot. The first dose of herbs I drank that night, sleeping soundly all night, and I felt better every day. Now I have no pain, sleep well at night without any trouble and my arm which had shrunk from 19½ inches to 5½ inches is now filling out and is over 9 inches now. I can now use my hand and arm freely and can walk naturally going anywhere I please, and am regaining my weight. After taking the Poo On Chinese Herbs for three weeks I was able to plough two acres of land and not suffer any ill effects. I now feel fine."

Thousands have been made well by these herbs which are simple and harmless. Catarrh, Kidney, Stomach Trouble, Dropsy, Indigestion, Gastritis, Eczema, Blood Poison, Diabetes, Bright's Disease, Lung, Bladder, Constipation, Tumor, Ulcer, Hay Fever, Malaria, Nervousness, Rheumatism, Coughs, Throat Trouble, and many other diseases.

THE POO ON CHINESE HERBS CO.

Yee Foo Lun, Chinese Herbalist, Managing Director Over twenty five years practical experience in America, curing the sick with Chinese Herbs.

Main Office: Modesto, California, Hongkong Office: 62A, Queen's Road Central, 1st floor.

Entrance Office: 66, Queen's Road Central.
Office Hours: Daily 9 a.m. to 12 p.m.; 1.30 p.m. to 5 p.m. Sunday 10 a.m. to 3 p.m.
Evening Hours: 6.30 to 8 p.m. by appointments only.
European Lady in Attendance.

BOOKS & PAPERS

Latest News of the World. Sporting, Children's and all kinds of Home papers, Magazines, Ladies' and Children's Fashions, Leach Publications, Story Books, Novels, Pic-Nics, The Humorist, etc. and also Stationery of all kinds.

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"RICKSHAW" BRAND

CEYLON TEA

Cheapest and Best

From all leading Comprodes.

PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

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Engineering Department.

Exchange Building.

THE LEADING SANITARY ENGINEERS

Why not equip your residence
with modern Sanitary Appliances.

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"TAIPAN"

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MILD
and
GOOD

Try one
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Yours Truly
Tobacco Store

22, Des Voeux Rd. C. (Phone: C. 1856).



G LAXO builds firm flesh,
plenty of strong bone,
and a sound constitution.
It contains nothing what-
ever to harm baby or cause him
pain. That is why if Baby is fed
on Glaxo he will progress
steadily day by day into happy
childhood. Give your Baby
Glaxo—the food doctors recom-
mend and give to their own
babies—the food that has
successfully reared the children
of 5 Royal Nurseries. It will
make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food.

"Builds Bonnie Babies"

Sole Agents—

W. R. LOXLEY & Co.

VAST FORTUNE
CLAIMED.FRENCH OFFICER'S
£29,600,000.

STATE SUED.

Should the judge of the Paris Civil court, when he is called upon to consider an action brought against the State by M. Nicholas Thierry, a retired naval officer, decide in favour of the plaintiff, the equilibrium of France's budget will be greatly upset.

M. Thierry is claiming three milliards seven hundred million francs (£29,600,000), representing, with accumulated interest, the fortune left by one of his ancestors, a Venetian merchant in Shakespearian days, which fell into the hands of the French Government. The story of the amazing inheritance of this Antonio in real life reads like a tale of the Arabian Nights.

Humble Origin.

His name was Jean Thierry. He was born in Chateau Thierry in 1579, and was the son of a humble farmer of the Champagne district. When 16 years of age he went to Italy, and for several years was a servant at an inn at Brescia. There he was noticed by a wealthy Greek merchant named Athanasios Tipaldi, who engaged him as a valet.

Later the young Frenchman, who was clever, and devoted to his master, became his secretary, and toured Europe with him.

One day in a shipwreck he saved his master's life, and when Tipaldi died at Venice he left all his fortune, his large business and his many ships to young Thierry.

The new "Merchant of Venice" developed the business and amassed great wealth until he died aged 96. When he died in 1675 he left a fortune estimated at over five million ducats.

The Merchant's Will.

In his will the "Merchant of Venice" who, since he left France as a boy, had never had any news of his family, stipulated that his fortune was to go to "his brothers and their children."

The bank of the Venetian Government was entrusted with the inheritance, and the executor of the will, a Signor Moro, went to France to search for the heirs to the Thierry fortune. The executor had not been in France more than a few weeks when he fell the victim to a plot laid by three French finance officials.

They destroyed all official evidence of the inheritance's rights, and produced four documents purporting to show that they themselves were the actual heirs to the Thierry millions.

They nearly succeeded in their attempts to deceive the French Government, when they were unmasked and sentenced to death in 1703. They managed to escape, however, and fled to Holland.

7,000 Claims.

It was only seven years later that the question of Thierry's inheritance came up again. Legal proceedings began, and went on for years.

It seems that all the Thierry's of France put in claims to the vast fortune. Seven thousand people with the name of Thierry applied to the Court, but their claims were dismissed.

After the French Revolution the Thierry inheritance, which was still in the Venetian State Bank, was brought to France.

M. Thierry has, it is said, spent many years endeavouring to establish that he is the direct descendant of the original "French Merchant of Venice," and it is said that he has succeeded.

His counsel has been extremely busy studying the enormous dossier of his client's case, which includes hundreds of documents relating to his pedigree.

HARDY MEMORIAL.

AN OBELISK TO BE ERECTED
IN WESSEX.

The Committee which has been considering the question of a memorial to the late Mr. Thomas Hardy, the famous novelist and poet, has decided that it shall take a three-fold form, namely, an obelisk erected on a Wessex hill, a Hardy library in Dorchester (the Casterbridge of the novels), and the preservation of Mr. Hardy's birthplace at Bockhampton.

The Committee, in announcing this decision, makes the following appeal: "It is felt that as Thomas Hardy's reputation as a poet and novelist is world-wide, and that as he has hosts of admirers in America, and, in fact, nearly every country, an opportunity will thus be afforded to everyone to participate in creating a permanent shrine to his memory in the very centre of the Wessex that he loved so well and immortalised in his writings."

"A subscription list is now being opened, and subscriptions should be sent to the Mayor of Dorchester."

The signatories to the appeal are: Sir James Barrie, Mr. George

SOUR GRAPES FOR
SOCIALISTS.SUCCESS OF THE PENSIONS
ACT.

CARPING SPEECHES.

To find a rival has won praise for something you might easily have done first is annoying. In politics, with the eternal background of votes, it is infuriating. That is why the Socialists are so sore about widows' and orphans' pensions.

It requires, therefore, no psychoanalyst to explain the Opposition motion carping at the Government's bold social legislation of almost two years ago. One excellently describes the debate by Mr. Churchill's phrase, in the letter sent to the Ilford electors—"a heavy brow made from sour grapes and hot air."

Mr. Cove, who introduced the condemnatory motion, led off by stating that no party feeling was at work—that the Opposition were filled only with a beautiful desire to ensure poor people getting their full pension rights. As a matter of fact, the old resentment at not being first betrayed the Socialists into a discussion blazing with party feeling.

In any wide benefactor State scheme, or in the system of any insurance offices in the border-line cases may quickly be found which just miss the advantages. Mr. Cove collected all the "hard-luck cases" he could hear of and strung them together into a speech.

"Coddin's Your Friend."

Lieutenant-Colonel L'Estrange Malone was the seconder. It was his first utterance since his election for Northampton as a Socialist, and was in the best Socialist manner. Mr. Ramsay MacDonald ungratefully slept through it, but it was heard with much interest by Lieut.-Col. Malone's former Liberal colleagues.

One learnt that the pensions measure had turned out to be nothing but an Act to cheat old people of their contributions. It was, too, drafted not by the Ministry of Health, but by Roberts. Further it was parsimonious, also niggardly. And finally it was replete with petty injustices and meannesses.

Such a speech is a fine beginning for any Socialist new member, and it was naturally generously cheered by his colleagues.

Mr. Frank Merriman was a good choice for putting the Conservative amendment, denouncing unfair Socialist criticism and expressing gratification with the Government's Act, because he recognises when bluntness is needed and employs it.

"Yes," Mr. Merriman told the Opposition, "we perfectly appreciate your motives in raising this, 'Coddin's your friend, not Short.' But perhaps the one million and a quarter people who will draw benefit-to-morrow are not so gullible as you think."

Motion Rejected.

With a refreshing touch of candour, Miss Wilkinson declared that it was ridiculous to pretend that a great number of people had not benefited from the Act, but Mr. Wheatley, who was Minister of Health in the Socialist Government, said just what the House expected, that the Socialists had intended, if their office had been continued, to introduce a similar, but much better scheme.

The present Minister of Health wisely admitted that the Government's legislation might be capable of improvements. Few acts have the faculty of springing, perfect as Minerva, from Parliament's Jovian head.

Mr. Chamberlain showed that some essential factor had been omitted in many of the hard cases quoted, and pointed out that even if a non-contributory scheme had been possible such cases must still have arisen. His speech contained a hint to employers that the giving of a pension at 65 must not be construed as an invitation to remove the elder men from industry.

It is perhaps worth stating again that by its "heartless fraud" this "niggardly" Government has committed the Exchequer to a capital liability of £760,000,000. The Socialist motion was rejected by 238 to 133 votes.

The debate was of the worst type, many of the speeches being distasteful, insincere and inspired solely by the cheap political considerations. It will be most unfortunate if the new arrangement for private members' motions tends to encourage this sort of calculated argumentation.

Bernard Shaw, Sir Edmund Gosse, Mr. Arnold Bennett, Mr. John Galsworthy, Mr. Cranville Barker, Mr. Walter de la Mare, the Master of Magdalene College, Cambridge, Lord Gorell (Chairman of Society of Authors), Mr. E. M. Walker (Pro-Provost of Queen's College, Oxford), Mr. Cecil Hanbury (M.P. for N. Dorset), Mr. C. H. St. John Hornby, Mr. Alfred Pope (an old friend of Mr. Hardy), and the Mayor of Dorchester (Councillor Wilfred F. Hodges).

Mr. Cecil Hanbury is the owner of Mr. Hardy's birthplace.

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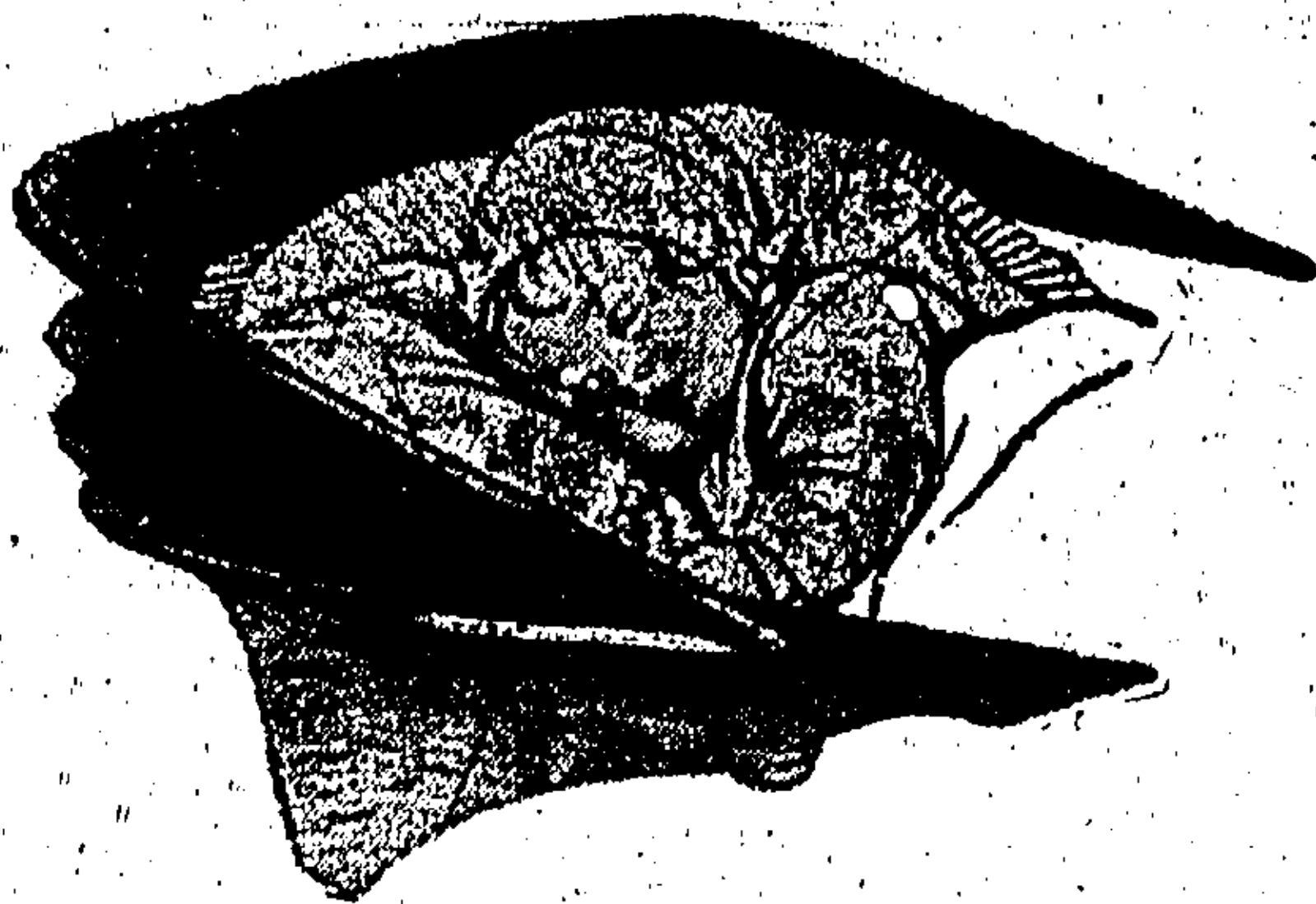
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THE "DISMALNESS" OF "GREATNESS."

SOME REFLECTIONS ON STRINDBERG.

One has to be awfully careful when one writes about foreign dramatists, because foreign dramatists are Art and Life. Anybody whose name ends in "ski" or "vitch" or "berg" or "ov" has an immeasurable advantage over "rils," "wards," "ghans," and "dales."

Shaw is the marvel of the age, because, being the lowest of low-brows that ever put pen to paper, he can point the most serious moral without making his characters writhe on the floor—he has compelled the Art-and-Lifers to acknowledge his genius.

I went to see Robert Lorraine the other night in Strindberg's play, "The Dance of Death"—a play which, in point of construction, is beneath contempt. Strindberg is so terribly anxious to let people know just how he thinks about things that he can't abide anybody else even thinking. The consequence is a perfect monologue with occasional interruptions.

Lorraine was wonderful, as usual. The rest of the characters were illogical and stupid. They would have been illogical and stupid in "The Father," only Strindberg—who has more self-pity into dramatic shape than any author living or dead—found it necessary to etch in a nurse and a wife in order to point the diabolical treachery of woman. So he made the nurse a beautiful figure, that her "baseness" at the end should be more emphatic, and the wife a more or less real woman of diamond-hardness.

Genius And Misery.

Reading his life some years ago, I sympathized with this queer megalomaniac; having seen two of his plays, my sympathy goes to the wretched woman who had to endure contact with a man whose character was entirely without spiritual beauty.

What puzzles me about these grim dramatists is this: why is gloom invariably associated with greatness? Why is it that the type of human being that lives on nuts and wears sandals can find nothing brilliant in those exotic comedies of foreign origin which keep some people in fits of laughter?

Is it a pose or a disease, that they must salute misery with the name of genius? Strindberg has written at least two plays which are studies of self-pitying men. "The Father" had a story; "The Dance of Death" has none. They are alike only in one respect, that they give a great actor great opportunities. If Noel Coward suffered from chronic indigestion and a sluggish liver, and cared to put his physical miseries plus (let us say) an unhappy love affair on to paper, he would make Strindberg look like the paper on the wall of a seaside lodging-house.

Strindberg nearly touches greatness in "The Father"—but only because of his un-reliance. Anybody, it seems, can be great if they lack self-restraint, a sense of humour and an appreciation of the common decencies of life, and, having some writing ability, can give their ugly and distorted vision a dramatic form.

You must be drab to be great; you must only write about the lower middle classes and their problems. Apparently all the tragedy of life is concentrated in the lives of schoolmasters, shop assistants, impecunious officers, doctors, lawyers, and other members of the bourgeoisie. Grand dukes and grand duchesses, princes of the blood, royal ambassadors, and ministers of state do not interest the writers of these plays. And they are men and brothers; they too have growing toenails, or what ver it is that wraps a man's soul and blunts his finest feelings.

Highbrows And Lowbrows.

The truth is that these highbrows are most horribly self-centred. They think nothing happens outside their own frowzy circles and beyond their own unfortunate experiences which has the slightest interest for humanity. They take no account of the millions of really happy people there are in this world whose life is at least as interesting as the miserable existence of Edgar, Strindberg's living monument. One has had any amount of experience of the macabre.

I once saw a sergeant of infantry dying on a military hospital bed, and his brother standing by his side, reproaching him with an inconceivable bitterness for some wrong he had inflicted on him. I have seen a woman of the town who, having discovered that her own daughter was following the same profession, had slashed her face with a razor to make her unattractive. I have listened to a woman tell how she killed the crippled son she loved because she was terrified of leaving him to the world.

You cannot be a newspaper reporter, as I am, without meeting cases after case of horrifying incidents in real life. But shall I benefit if I put these incidents into play form? I could with the greatest ease construct a play or a story in which all these incidents were linked to-

HIGHLAND CHIEFTAINS

SIX HUNDRED YEARS OF CHIVALRY.

The spin of a coin, the fall of a card, or the pace of a horse, has altered the course of many men's lives. When three rival Highland Chieftains meet on February 23 and 29 a coin will be tossed on each occasion to decide which of them shall take precedence, says the London Morning Post of Feb. 26. The occasions are the annual Highland gatherings of Clan Donald, held in Glasgow and Edinburgh.

Each Chieftain claims to be supreme Chief of the great Clan Donald. But since the dispute is of nearly six hundred years standing they have agreed among themselves that whenever more than one Chieftain is present Danie Chance shall decide who is to occupy, for the moment, the position of Supreme Chief of the Clan. The coin having spoken, the pipers then lead the winning Chief to the place of honour which all his supporters declare to be his by right. But the gathering over, each Chieftain may continue to assert his claim without prejudice.

The dispute dates back to the year 1337, when John, Lord of the Isles, divorced his wife to marry the daughter of Robert II. of Scotland, the first King of the House of Stuart. At that time the Donalds were a great warrior clan, holding allegiance to no man; their Chief ruled as a virtual independent monarch of the Western Highlands. In 1411, Donald, of the Isles endeavoured to make himself King; with ten thousand stalwarts he invaded Scotland, but was defeated by his own uncle, the Regent.

Divided Clan.

Eventually, when John's grandson, Donald, died in 1545 without issue, the Clan split up into various branches, which were often at open enmity with each other. And but for the internal dissension of this powerful clan a certain page of history might never have been written. In the rebellion of '45, the Clan was unable to meet on common ground, and some supported the Hanoverians while others fought for the Stuarts. Curiously enough, their allegiance had nothing to do with their origin, for those Chieftains who could trace their blood to the second wife of John, Margaret Stuart, daughter of Robert II., did not necessarily support the Stuarts, or vice versa; the sides they took appear to have been prompted more by rivalry within the Clan than anything else.

This rivalry continued all through the vicissitudes of the Macdonald family long after they had been dispossessed of their land and their power right down to 1911. Any form of social or welfare work became impossible until the three present day Chiefs put their heads together and signed a treaty, a tripartite agreement among themselves, in which they agreed to toss a florin when their dispute threatened the peace.

The Agreement.

I have seen the document; it is an impressive parchment, bearing the seal and signature of each Chief. None waives his claim but each agrees to cease from "active" assertion of his claim, and in the event of more than one being present, "the question of pre-eminence and precedence within the Clan having to be considered, such pre-eminence and precedence shall be temporarily decided for the occasion by lot without prejudice to the permanent position and claim of any of us."

The names of the Chieftains themselves are impressive; in the preamble they read as follows: "We, the undersigned, Angus Rodrick, Macdonald, otherwise Mac Mhic Ailein, Chief and Captain of Clan Ranald; Aeneas, Ranald M'Donnell, otherwise Mac Mhic Alasdair, of Glangarry, and Sir Alexander Wentworth Macdonald Bosville Macdonald, otherwise Mac Donnuill na'n Eilean, of Sleat, Knight Baronet, desire, &c."

The treaty was signed by Glangarry in Russia, by Sleat in Yorkshire, and by Clanranald in France.

Thus from time to time these three rival Highland Chieftains meet, and for the evening or the day, carry on the ceremonial and traditions of their once most powerful clan. But, thanks to the treaty and the coin, they no longer "actively" assert the claims by belabouring each other with claymore.

gether and had a bearing one upon the other. But who would benefit? I think it would be better to dramatise the "Psychopathia"—at least there is some theory to be learned from that.

Sentimental dramas of the "East Lynne" type were useful, since they gave our emotional parents an excuse for a "good cry"; but what is the value of a play that sends an audience into the street with their minds as muddy as a churned duckpond?

However brilliantly acted—and there is no doubt about the genius of Robert Lorraine—plays of the Strindberg type do not deserve a long run; and it is a very wholesome and healthy sign that such themes do not tune in to the balanced British mind. I shall always be a lowbrow because I am a utilitarian.

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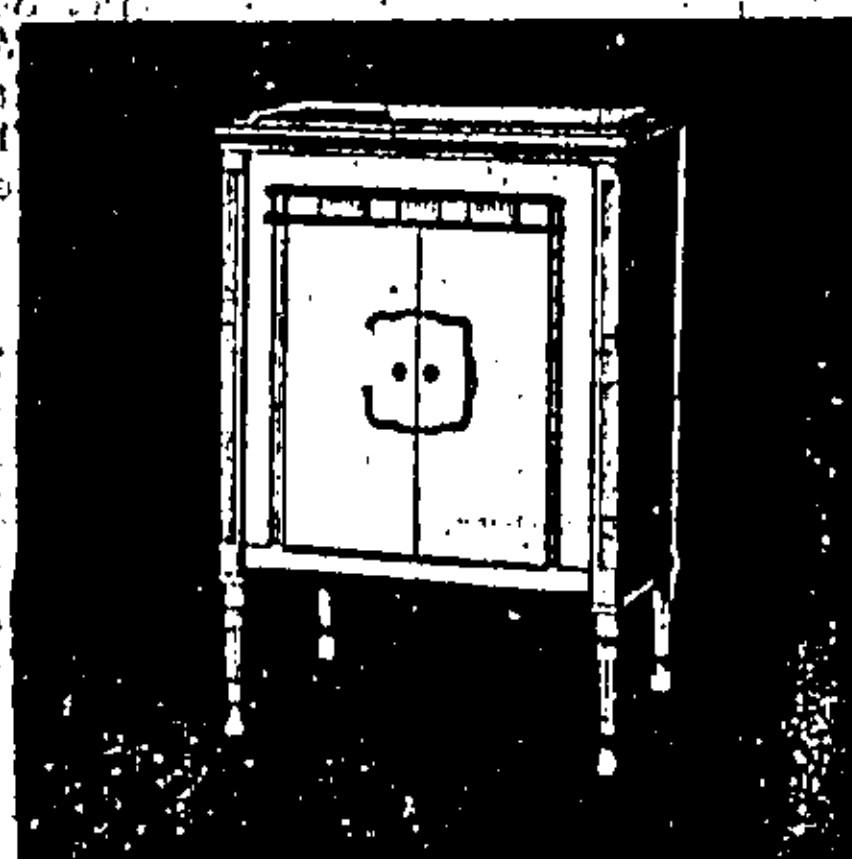
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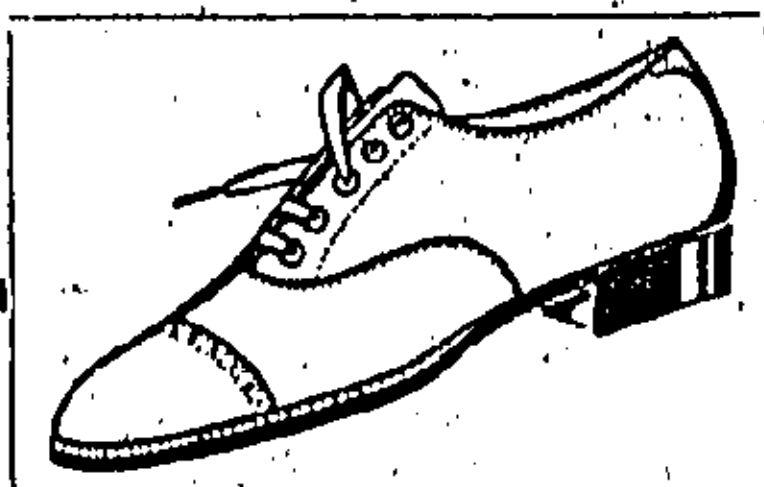
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SATURDAY, MARCH 24, 1928.

HONGKONG RADIO
AND CABLES.

Possibilities of a rate-war between wireless and cable companies at Home have been rendered somewhat remote by the likelihood that the merger between the Eastern Telegraph and Marconi Companies will be confirmed by the shareholders of the two concerns. There is, however, another factor still to be reckoned with, and that is the position of the Imperial wireless service, at present administered by the Government. On that point, the Prime Minister has just made an important declaration. He states that whilst the Government is prepared to join in discussing measures for a working arrangement with the amalgamated companies, it is not committed in principle and reserves complete freedom of action. It seems possible that eventually the operation and control of the Imperial wireless service may be transferred to the combine, but that must depend on the outcome of any discussions which may take place, in which connection we may be sure that the interests of the public will be duly safeguarded by the Government.

Here in Hongkong, where the only wireless service available is in the hands of the Government, we have recently witnessed some interesting developments as between radio and cable services. Several months ago, the Government concluded arrangements whereby, working via Manila, it was possible to offer a wireless service to the public from this Colony to North and South America. The rates were cheaper than those of the cable companies, and the result was that the service attracted a good deal of trans-Pacific traffic. Apparently the cable companies felt the competition, for, not long afterwards, they brought their charges down to the same level as those for wireless. Subsequently the Government initiated a radio letter service to Manila and America, to which the cable companies responded with a night letter service at precisely the same rates. So here, once again, Government competition had to be taken note of by the cable concerns. Arising out of the ordinary radio service to America, it was found possible by the local Government

to make arrangements for an extension to Europe, but the rates were somewhat higher than those charged by the cable companies. However, these rates are subject to occasional variation, according to the charges made by intermediary concerns, and it now so happens that the Government has been able to notify a reduction to \$1.65 per word, which is the same rate as is charged for ordinary telegrams. The position at the moment, therefore, is that cable and wireless rates from this Colony to America and Europe are identical—and, what is more to the point, they are lower than were the rates prevailing when the cable companies had the field to themselves.

We do not imagine that these facts betoken the deliberate initiation of a rate-war by the Hongkong Government. Rather is it to be assumed that the Government is seeking to improve its wireless facilities and that it has been able to put these new services into effect at rates which still leave what is considered a sufficient return. Eventually, of course, direct radio services between this Colony and Europe will come, in which connexion the way may be paved in the interim by seeking to work through such centres as Indo-China, Java, Singapore, India or even Japan. The authorities here will no doubt closely watch the developments at Home as between wireless and cables, but in the meantime, it would appear that wisdom will lie along the line of perfecting the local radio system so as to be ready for all eventualities.

Our U.S. Naval Visitors.

Hongkong is happy to be in the position to contribute a measure towards the cementing of Anglo-American friendship, and a cordial welcome is extended to the U.S. naval contingent, commanded by Rear-Admiral Mark L. Bristol. That there is more than conventional friendship extant at present, was demonstrated in the manner of Hongkong's greeting yesterday. The usual official salutes thundered out, but the British authorities added a pleasantly informal touch to the proceedings by a remarkable aerial display by planes from H.M.S. Hermes. The graceful acrobatics overhead were not demanded as a matter of courtesy, but may be regarded as a mark of tribute to our guests. It is well known and understood that, on both sides of the Atlantic a high value is set on the perpetuation of friendly relations between the two English-speaking nations with so much in common, and cosmopolitan Hongkong finds it particularly easy to express agreement with those sentiments. We find additional satisfaction in the knowledge that Admiral Bristol is well acquainted with British aims and ideals. He was with the American Fleet which co-operated in Europe with the Allies and has spent a great deal of his time in England, including a period when he was Commander of the U.S. Naval Base at Plymouth. For a while he became one of us, and because of that we know he will always be one with us. Various arrangements have been made for the entertainment of our visitors, including a series of baseball games, which will enable them to beguile their leisure hours which otherwise might hang tediously. The field of sport is more substantially a hatchet-burying sphere than a good many conference tables, and past experience of Anglo-American rivalry in sporting events teaches us that the right spirit exists, and that both nationalities know how to lose, which is a whit better than knowing how to win.

H.M.S. HERMES KILLS
A SHARK.FIGHT BETWEEN SAVAGE
FISH AND PORPOISES.

H.M.S. Hermes was concerned in a rather exciting experience while on her way East to rejoin the China Squadron. A terrific fight was observed by men on board to be in progress a little distance away between a shark and a school of porpoises. The former, which was about eighteen feet long, suddenly tried to get clear of the school, and rushing ahead of the Hermes was struck by the prow of the vessel. The shark was clearly seen by the ship's company, almost cut in two, before its lifeless body dropped back into the water.

DAY BY DAY.

IF THE WATER BE TOO PURE, FISH CANNOT LIVE IN IT; IF PEOPLE BE TOO EXACTING, FELLOW BEINGS CANNOT STAND BESIDE THEM.

There was a clean bill of health in the Colony yesterday.

The Gazette contains prices of various plants which can be purchased at the Botanic Gardens.

His Excellency the Governor has appointed Mr. L. H. C. Calhoun to be an Assistant Superintendent of Police.

It is notified that the name of the Yik Wing Steamship Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Mr. R. A. D. Forrest to act as Chief Assistant to the Secretary for Chinese Affairs.

The King's Exequatur empowering Mr. Roberto Vallarino to act as Consul General for Panama in Hongkong has received His Majesty's signature.

New Kowloon Inland Lot 2110 is to be sold at the P.W.D. Offices on April 10th. It has an area of 4,080 square feet, and the upset price is \$2 per foot.

The U.S. President Adams, which arrived in port today, is now commanded by Capt. W. C. Morris, who has been chief officer of the U.S. President Cleveland for a number of years. Capt. W. A. Ross, the former master of the President Adams, is visiting his parents in Seattle.

Bankruptcy notifications state that in the matter of Chan Tsz-cheuk, formerly of 134, Wellington Street, a first dividend of \$7 per cent. has been declared. In the matter of the Oriental Navigation Co., Ltd. (in liquidation), a first and final dividend of \$0.935 has been declared.

Two would-be robbers who entered the ground floor of No. 10 Wah Yuen Fong yesterday morning, were frightened away by the sound of a police whistle, blown by a tenant living in the floor above. They left without stealing anything, but the master of a medicine shop, on the ground floor, was stabbed in the chin by a weapon improvised from the half of a pair of scissors.

EXCHANGE RATES.

London, Mar. 28.	
Paris	124
Geneva	25.34
Berlin	20.41
Oso	18.28 1/2
Helsingfors	103 1/2
Rio	5.59/64
Hongkong	2.04 1/2
New York	4.88 1/2
Amsterdam	12.12
Stockholm	18.18
Vienna	34.69 1/2
Madrid	29.04 1/2
Buenos Aires	47.29/32
Yokohama	111.13/16
Brussels	35.01
Milan	92.40
Copenhagen	18.21
Prague	104 1/2
Bucharest	75.34
Shanghai	2.04 1/2
Silver (spot)	23 1/2
Silver (forward)	26.3/10

—British Wireless.

GOVERNMENT
TENDERS.EXTENSION OF KOWLOON
SCHOOL.

The Government is inviting tenders as under:

Construction of approach road to new Tung Wah Hospital Site at Sookunpoo. This contract comprises of the construction of a road 10 feet wide and approximately 300 yards long, reinforced concrete decking to nullah, and all necessary drainage and other contingent works.

Additional class rooms at Central British School. The work consists of the erection of a wooden building at the school containing four class rooms and a cloak room.

Preparation of site and construction of a concrete block house together with all necessary contingent works for the police near the patrol path between Ta Ku Ling and Lin Ma Hang, N.T.

Purchase of steel rails, locomotives and other rolling stock of 20" gauge, to be delivered at Kowloon or Hung Hom.

THE CHARM OF COWES.

Impressions of Regatta Week.

There is an atmosphere of radiant tranquillity at Cowes Regatta—meaning the regatta as seen by everyone except the racing crews and the busy race officials ashore—which makes it exceedingly hard to realize that out there on the green-grey Solent those graceful craft, bending yards of snowy canvas before the firm carress of the breeze, are actually engaged in stern conflict, with glory and prize-money at stake.

To the crews, tensely awaiting the captain's orders on a deck awash under the crystal spume, the boom of the starting gun means business; to the watchers aboard pleasure-craft or (if less fortunate) ashore, it means the renewed aesthetic pleasure of seeing six or a dozen craft, maybe, jockeying to reap full advantage of wind and tide at the start and then gliding smoothly, gracefully across the line, like a flock of zikant, lazy water-birds.

The concentration of ships in the Cowes Roadstead—this year more fully representative of the yachting world than at any regatta since the war—is a sight long to be remembered. From the King's yacht, the old cutter Britannia, down to the neat little six-meter class which has become so popular, all types of sailing vessel ride together on the sunlit waters between the Isle of Wight and the mainland.

Coming in from any direction by sea, a forest of towering spars strikes the eye. Here is a four-masted in slate-grey, there a steam yacht with graceful bow, her white sides and polished brass-work reflecting the sun, while for a background looms scores of racing craft, peacefully at anchor, sails neatly furled and companion-ladders hanging overboard.

Across the expanse, the "big class," which may be numbered on the fingers of one hand—the Britannia, the Westward, the Larkspur, the Shamrock, and the White Heather—is racing before a stiff breeze, all sails set and the crews in white ducks crouching, ready for orders, on the sloping decks.

Then, to remind us that speed is only relative, there hurtles through the racing fleet a hydroplane at the speed of an express train, throwing up a shower of white spray to port and starboard, her nose elevated high above the turbulence of her own prow and half her length clear of the water.

In the distance lies an old-fashioned craft, the Victoria and Albert, bedecked with much golden scrollwork, her square ports a reminder of past modes of shipbuilding. The royal standard flutters at her masthead, proclaims her to be the floating home of Britain's Sailor-King and his consort. Away off to her starboard lurks the grim shape of the 26,000 tons guardship, H.M.S. Ramillies, for tradition decrees that royalty must be guarded, even though His Majesty will to-night be put ashore and walk in perfect safety among his loyal subjects at the most democratic yachting festival in the world.

So far as the racing is concerned—and no one could say that it obtrudes upon the less strenuous activities of the Regatta Week—the centre of Cowes is the closely-guarded Castle of the Royal Yacht Squadron, probably the most exclusive institution in the world of sport. From a battery of twenty-two little brass cannon, trained in mock defense of the landing stage reserved for the Royal Yacht Squadron and persons "in His Majesty's Service," there booms at intervals the signal for the start of the various races.

In the old castle—originally a fort built by Henry VIII for the defense of this vulnerable coast—in the clubhouse of the Royal London Yacht Club, and in the other institutions that give quite an imposing sea-frontage to the little town, the events of the day are discussed and discussed again, in the cool of the evening, when the last golden feathers of the sun have vanished from the water and

the mantle of dusk enshrouds sea and land alike. Then the roadstead is a firmament of twinkling lights, red, green, and white, from the fairy craft at anchor, the "Fussy" little pinpoints of the Royal Navy, the "Liberty Boats," rush from ship to ship carrying Jolly Jack Tars, the dinghies from the yachts bring on immaculately attired owners and their guests; and the narrow, tortuous streets of Cowes, barely wide enough, most of them, to permit the passage of a single automobile, "de luxe," become congested with a throng such as you would see nowhere else.

Society belles wander in and out of the tiny little shops that display photographs of the racing and the racers, elderly yachtmans in evening dress but retaining still a sailing cap cocked jauntily on one side, chat in groups on the promenade before going in to dinner; yacht-hands in blue jerseys, trim sailors, the King's Scottish pipers, with brawny brown knees and swinging kilts, parade the streets.

In front of the pier entrance the town band pours sweet strains into the air, confetti-vendors shout raucously in anticipation of the fireworks display and carnival of the evening; motorcars blare as they vend their way slowly; and individual musicians wall an ineffective, scarcely heard protest. Yet over all this incongruity presides a dignity that belongs to Cowes alone.

The picturesque qualities of Cowes are by no means confined to the sea. On shore, behind the narrow strip of pebbly beach and the promenade, with its hotels, nestles the ancient fishing and shipbuilding town that has hardly changed for generations and "lives" at its present height of gaiety for only two weeks of the year.

Yacht racing, at any rate in the bigger, most spectacular classes, is essentially the sport of the rich man; but it is not the technique of yacht racing that draws so many people to Cowes. Indeed, that could probably be dispensed with without affecting the popularity of the "Week," providing that the cruising and racing craft, foregathered as usual in the roadstead.

The majority of the people who come to Cowes do so because it is an important social function, because they are sure of a beautiful spectacle, and because the British public loves to be near its King—and never more than when King and people are on the common ground of sport. His Majesty is a yachtsman in more than name. He dons his oilskins and takes an active part in the racing of his vessel.

"All the best people," as the trite phrase has it, follow the Court to Cowes, and the "other people" congregated round the Royal Yacht Squadron landing stage, have an unparalleled opportunity of feasting their eyes upon Lord Titch and Lady Titch as they come ashore.

The day's racing is done. The sunset gun has boomed out on the Ramillies and the ensign has fluttered down. The myriad craft tug gently at their hawsers, lights aglimmer, rising and falling sweetly on the swell. Gathering darkness seems to bring the shade of old trees above the promenade down to Cowes. Green, where hundreds of thousands rather of holiday makers take their ease.

The thin strains of a dance orchestra tinkle to our ears on the evening zephyrs. But listen! The muffled plash of oars, deep melodious voices, and through the haze there pulls a heavy whaleboat, manned by sailors in the garb of Nelson's time, even to the petticoats and gaudy gaiters. How could any Britisher fail to respond, to cheer, and to join with the "Hearts of Oak" in rollicking chants of the sea?

Community singing is impressive anywhere; but here at Cowes, as led by the tars from the good ship Ramillies and followed heartily by men, women, and children in whom love of the sea is inherent, it strikes possibly its fullest note of romance and forms a fitting epilogue to a time-honoured festival of nautical pageantry. R. M. S.

POEMS THAT LIVE.

PATRIOTISM.

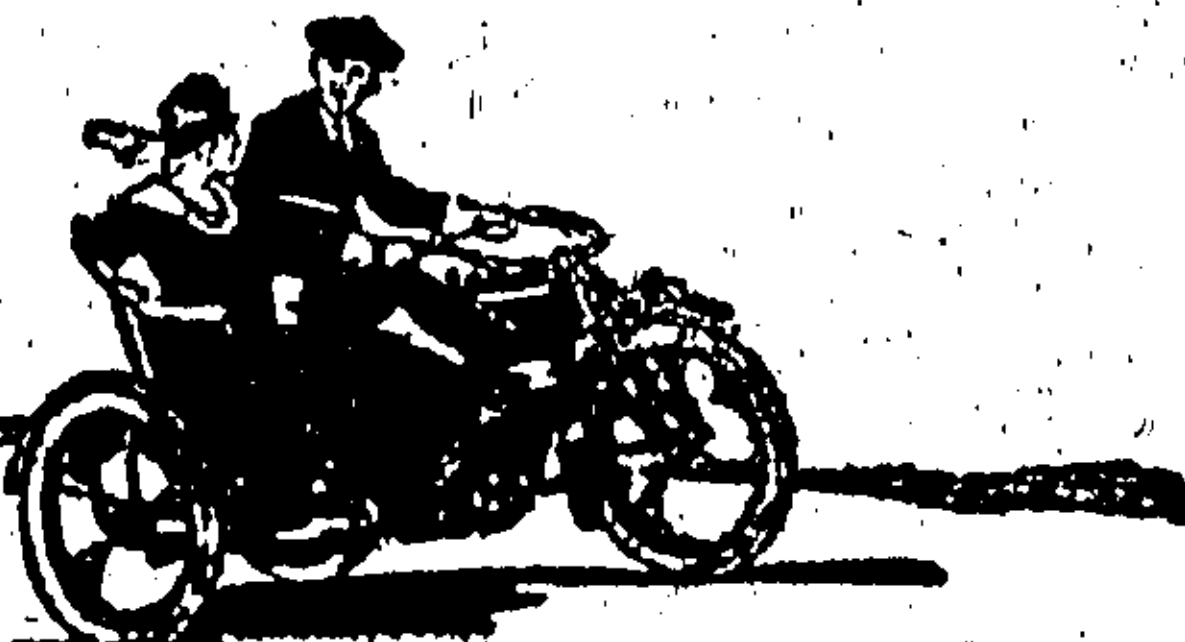
Breathes there the man with soul so dead,
Who never to himself hath said,
"This is my own, my native land!"
Whose heart hath not within him burn'd,
As home his footsteps he hath turn'd
From wandering on a foreign strand?
If such there breathe, go, mark him well;
For him no minstrel raptures swell;
High though his titles, proud his name,
Boundless his wealth as wish can claim;
Despite those titles, power, and pelf,
The wretch, concentred all in self,

Living, shall forfeit fair renown,
And, doubly dying, shall go down
To the vile dust, from whence he sprung,
Unwept, unhonour'd, and unsung.

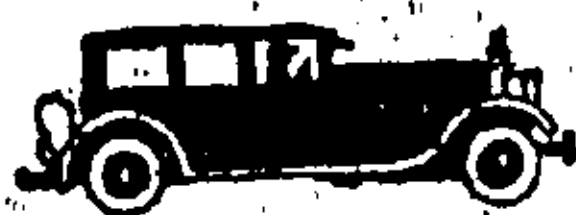
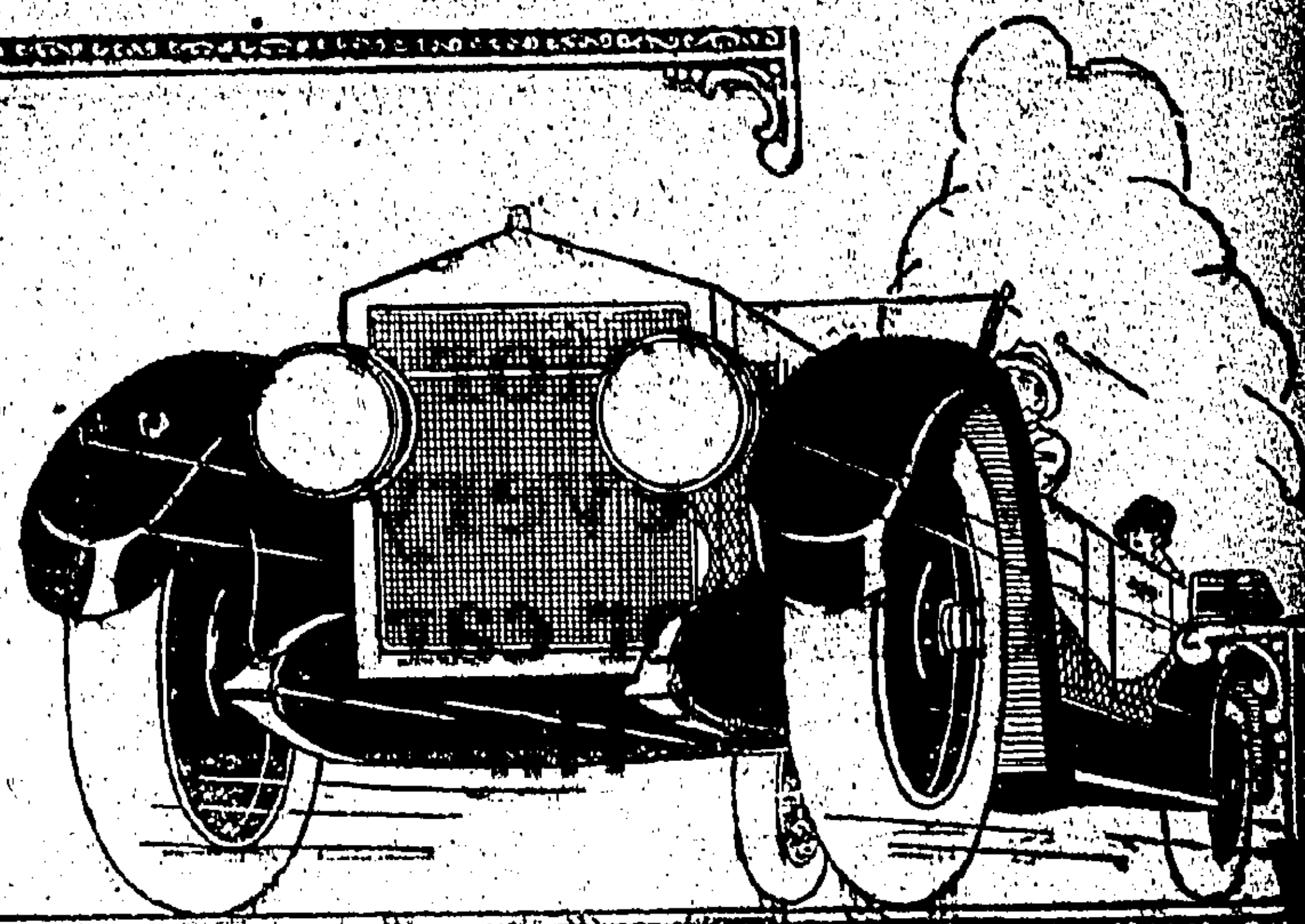
—Sir Walter Scott.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Principal Civil Medical Officer, contains the following cases, the figures in parentheses indicating deaths: Plague, Aden 189 (184), Basrah (5); Bombay (4); Rangoon (4); Colombo (3); Cheribon 1; Cholera, Bombay (1); Rangoon (2); Tuticorin (1); Bangkok 8 (6); Saigon 27 (19); Small-pox, Basrah 4 (1); Bombay 49 (24); Madras 30 (5); Rangoon 95 (28); Pondicherry 6 (5); Singapore 1; Belawan Deli 7 (4); Bandjermasin 1; Tourane 1; Shanghai (2) and Canton 3.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY 24th MARCH, 1928
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Seasonal Note.

With the approach of the warmer weather, with its promise of longer evenings and the joys of bathing, motoring is coming into its seasonal increase in this Colony. It is encouraging to learn from dealers and agents that car sales have been particularly good during the past few weeks and that orders for cars due to arrive are also up to expectation. Certain it is that motoring is going to witness a very large increase here within the course of the next few months, for not only is there a healthier tone to business affairs generally but there is also much confidence in the future stability of things—especially as regards Canton, which has such a great effect on local feeling. Well-to-do Chinese are taking up motoring in increasing numbers and the barometer would appear to be at "set fair" so far as the local motoring business is concerned. And this is a condition of affairs eminently desirable.

A Word About Ourselves.

Perhaps we may be pardoned a reference to the growth of this Motoring Supplement, which was not only the first to be started among local newspapers in this Colony but which has consistently led the way. Last week it was found necessary to extend the Supplement to seven pages, and for many weeks past it has not been below the six-page size. Motorists in Hongkong are coming more and more to look upon the *Telegraph* Supplement as an invaluable weekly guide to latest car offerings and to the news of local motordom. Our experience is that advertisers, too, are to a greatly growing extent appreciating the service which this Supplement offers them, and our only object in speaking of ourselves in this way is to assure all—either motorists or those who are in business catering to their wants—that our constant endeavour is to promote the best motoring interests and to be of helpful service wherever possible. We again invite the co-operation of all concerned.

Victoria Road.

Nothing will be so conducive to the growth of motoring in this Colony as the development of our very excellent system of roads, and in this regard we would like to refer to the Victoria Road—commonly known as Jubilee Road. There is no doubt about the beauties of this really country road, and it is being used to an increasing extent by motorists. Hitherto, it has been practically a one-way road used by cars coming into town, but now a number of cars are using it in both directions. This is, of course, quite in order for there is no barring regulation on the matter, but the road would be very much safer if it were widened. Many motorists who would otherwise use the road now avoid it on account of the danger which arises from the difficulty of passing another car at some of the narrower spots. Hongkong Island is not so lavishly provided with roads that Victoria Road is not needed—it affords an alternative way both into and out of town for cars going to the western district, and, moreover, it is a scenic road along which motoring could be extremely pleasant. It should be made of greater service than it possibly can be at present.

Taxi Rates.

We notice that in Singapore the Municipal Commissioners have been considering the rates of hire which public cars should be allowed to charge in the event of the introduction there of taximeters. At the moment, Singapore is

similarly placed to Hongkong, having a large number of hire cars which are not taxicabs and for which the drivers charge differing amounts. In view of the great interest in the question of taximeter rates, we give the Singapore decision, which is as follows:—(a) First mile 45 cents, every subsequent mile or part of a mile 20 cents, (irrespective of whether the engagement is for three or four passengers.) Deduction.—Per quarter of an hour or fraction thereof 15 cents. The meter starts at the minimum A, and gives reading as follows:—45 cents thereafter increasing the reading as per B by 20 cents each mile so that a 10 mile trip would read \$2.25. Extras.—By 5 cents rises to \$5. This includes luggage and back fare empty 15 cents rises per minutes or fraction thereof.

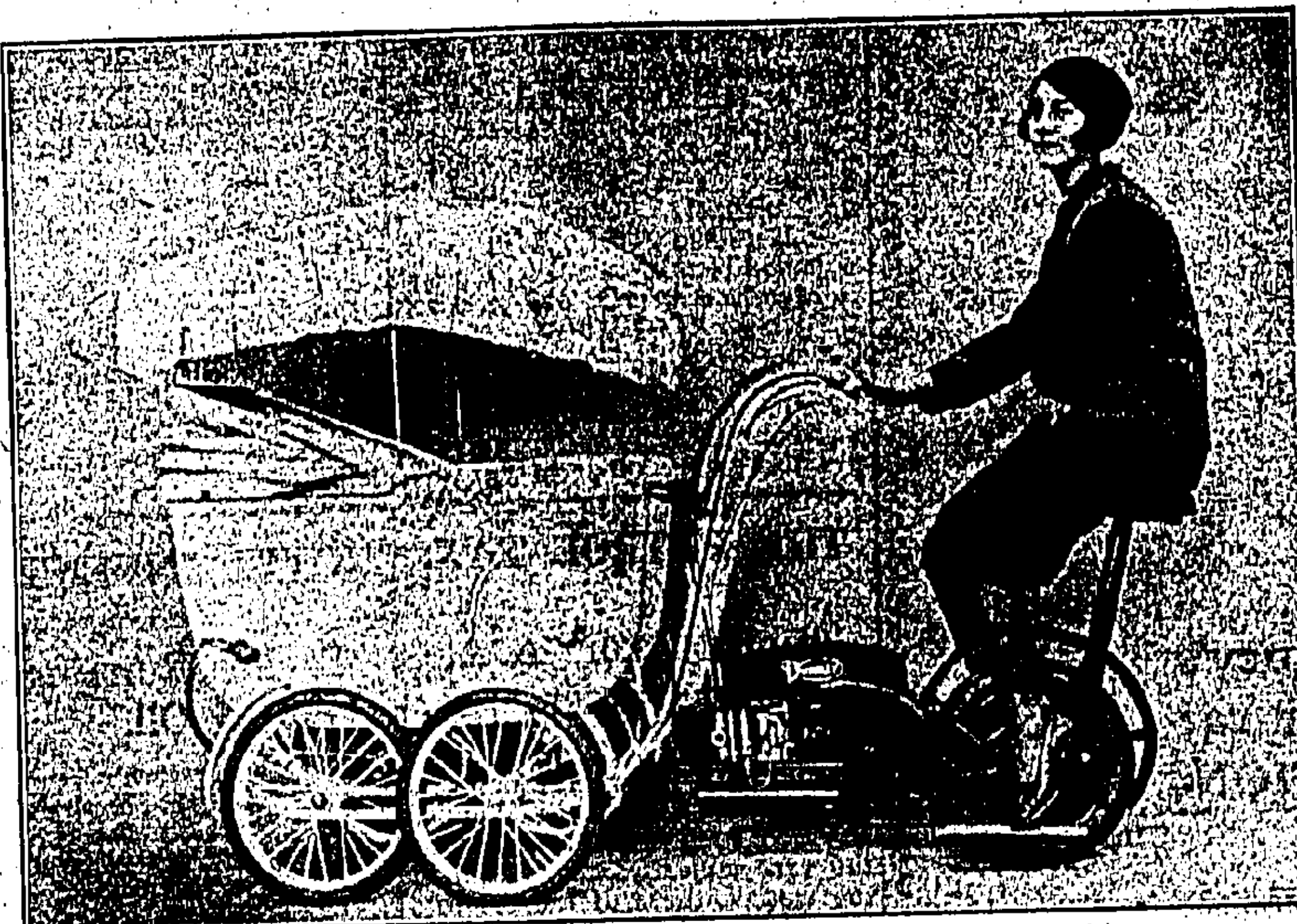
Right of Way.

There is one important matter which should, we think, be definitely settled by a competent authority, this being whether main road traffic has the right of way in preference to side road traffic. It is usually taken for granted that this is so, but we understand that it has not the force of law and that, in the event of a collision, there is no distinction drawn between who was on the main road and who was emerging from the side road—it is only a question of the reasonable care and caution of each. The subject has often been discussed in England without any definite result, and there is no legal ruling in Hongkong. We cannot help thinking that it would help motorists considerably if something could be done in this matter.

Another Cycle Trial.

If the efforts of a number of enthusiastic motor cyclists in Kowloon are put into effect we shall see another motor cycle trial in the New Territories. From the information available at present, nothing of a definite nature has yet been fixed. The success of the trial of a fortnight ago has done much to stimulate enthusiasm for this kind of sport and it is not surprising that another should be considered so soon afterwards. The idea at present is that of a long run for both solo machines and combinations with stops only for picking up fuel, and it has been suggested that circuits of the New Territories should be made

THE PRA-MOTOR HAS ARRIVED.



The above motor-pram was exhibited at the British Industries Fair at the White City. For Baby's sake the "chauffeuse" is only able to drive slowly.

by machines for a period of 24 hours. Although this seems hardly likely to find favour and would, in fact, be practically impossible unless there were relays of drivers for each machine, the desire for another trial is apparent and will no doubt evolve at a later date into a plan that will provide as much pleasure and sport as was afforded in the last event.

On Number Plates.

In view of the importance of number plates it is interesting to notice that a number of vehicles lack the regulation plate and especially is this noticeable in the case of several motor cycles. The regulation plates are of a uniform size with a white background and back raised figures. Numbers that are painted flat on a white background are permissible, provided they are of the correct size, but it is noticeable that several such plates, which are attached to some machines, are of a smaller size than the regulation requires. Some cars are fitted with plates made of some special metal, the whole being perfectly flat and polished but these, we are informed, are not allowed. The importance of number plates as a being of such a design and colour policeman for night duty adds to as, to enable the number to be

seen in a moment is too obvious to be stressed here, and it would perhaps be as well if motorists both in Hongkong and on the Peninsula would note the above. Number plates must be on a white background with black figures (not necessarily raised) of the regulation size.

Safety Measure.

A further effort to ensure a greater degree of safety for motorists in Kowloon has been made by the posting of a traffic policeman at the cross-roads at the top of Nathan Road, where Prince Edward Road cuts across. Since Prince Edward Road was opened to traffic and the new road was made to Lai-chikok, this junction has presented a difficulty to motorists, more especially at night. Owing to the absence of buildings and fences it is easy to see whether vehicles are approaching the junction from any direction in the daytime, but difficulty was presented at night. Some time ago a powerful electric light, casting a brilliant circle of light on the ground, was fixed overhead, and this has materially assisted drivers, but the addition of a policeman for night duty adds to the safety.

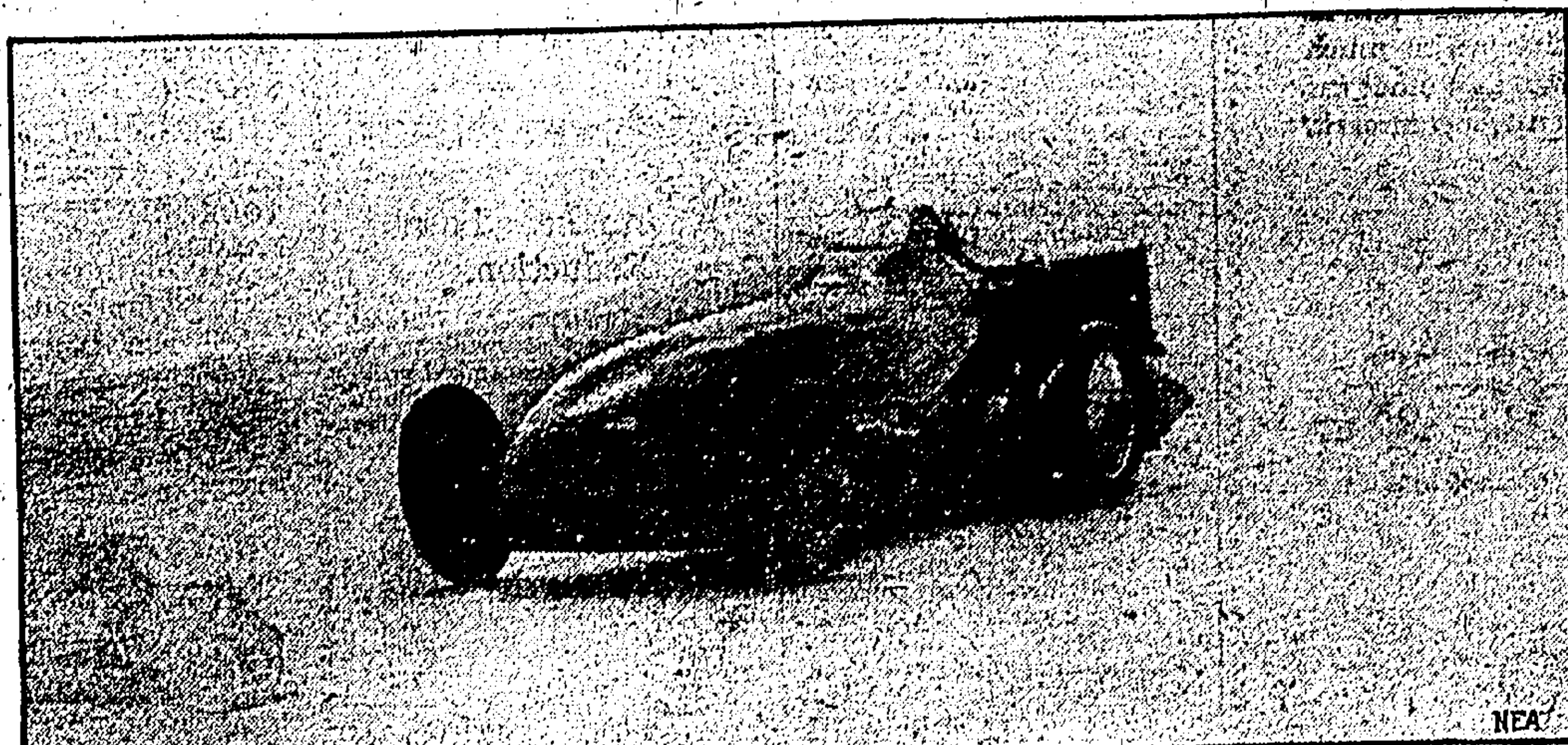
CANADIAN MOTOR MARKET IMPROVES.

Increased Sales Reported.

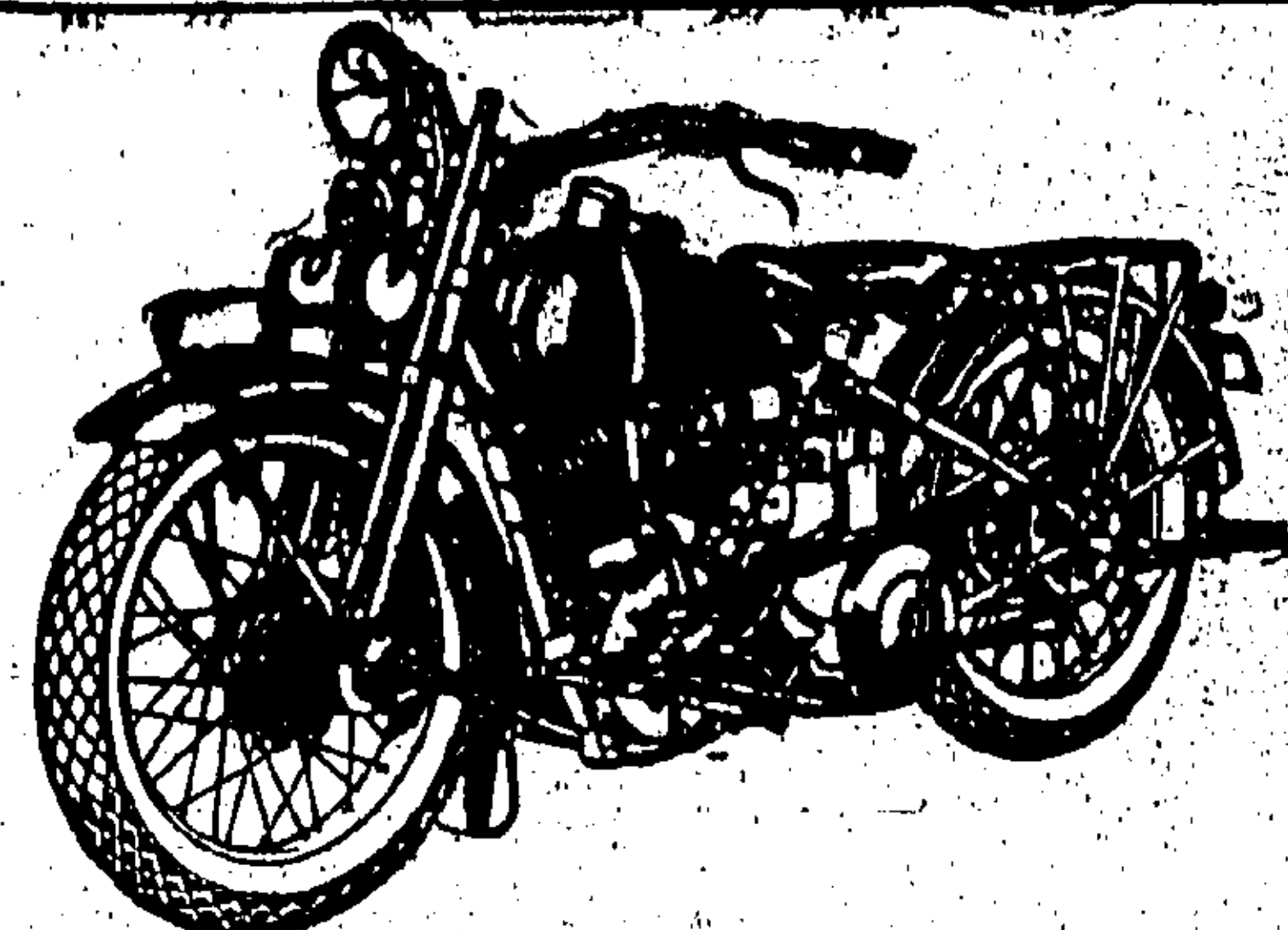
Montreal, Feb.—Improvements of roads, growth of the automobile financing plan and perfection of the closed type model car are given as the chief reasons for the rapidly increasing motor sales in Canada. The partial payment plan has been endorsed by the leading men of the industry who claim that a careful check shows that only 1 per cent. of the Canadian buyers are unable to complete their payments. The closed car is especially suitable to the Canadian climate and provides all-year transportation to motorists who formerly put their open touring cars in storage during winter months.

The dominion government has been active in fostering the construction of additional highways and in surfacing existing gravel and dirt roads. In this work both the dominion and provincial highway departments have spent several millions of dollars and plans have been drawn for additional work to be carried out during the next few years.

THE "BLUEBIRD" IN FULL FLIGHT.



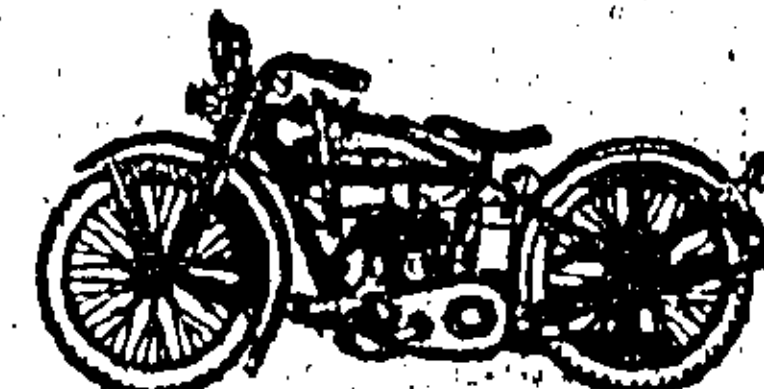
Captain Malcolm Campbell's Bluebird racing car going full at his record speed along Ormond-Daytona Beach, Fla., in the International Speed Trials—that is this remarkable photograph. The photographer exposed his plate for only the barest fraction-of-a-fraction of a second. Otherwise the picture would have been but a blur.



Our third shipment of the famous
Harley-Davidson Cycles 1928 Models
SOLD OUT.

Fourth shipment due Hongkong
APRIL 9th per S. S. President Pierce.

We have also 4 Harley Singles, O. V. H.,
Twin Port, coming. Due here April 29th
per S. S. President McKinley.
Two Reserved. Book your order early
to avoid disappointment.



THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.



Mobiloil

Makes the short your guide

Owners of motorears can buy lubricating oil two ways.

First, they can purchase on the price basis. Or, second, they can purchase with the idea of economical operation. The first way saves a few dollars per year. The second way saves many dollars by minimizing repairs, prolonging the life of the car and reducing operating costs.

The motorist who lets price-per-gallon be the deciding factor does not buy Gargyle Mobiloil, because it is not a cheap lubricant.

The motorist who is interested in the actual cost of operation—who wishes to prolong the life of his car and do away with the outlay of cash for unnecessary repairs, buys the Scientifically Correct Grade of Gargyle Mobiloil, as recommended by us in our Lubrication Chart.

He knows that the economy in the use of Gargyle Mobiloil greatly outweighs the small savings made by buying cheap oil.

When your motorear engine is in action, only a film of oil no thicker than this sheet of paper protects the moving parts. Just so long as that film is unbroken, the bearings and cylinder walls are protected against friction.

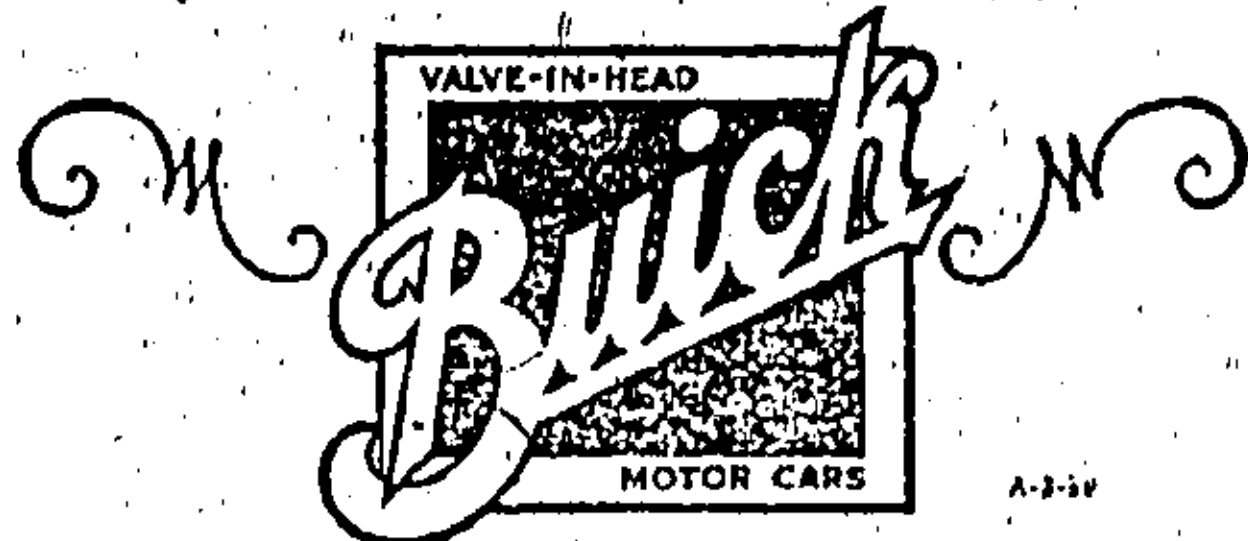
Many films fall because of the scorching heat constantly present, and friction—the enemy of metal—attacks the engine's vital parts. In time, there is a burned-out bearing, a scratched cylinder wall or a "frozen" piston, and repairs that cost much more than a year's supply of lubricating oil, are necessary.

The Gargyle Mobiloil film is as smooth as glass and as tough as flint. Scorching heat does not affect it.

Find out for yourself what there is to Gargyle Mobiloil protection. Drain the crankcase while the engine is hot and refill it to the proper level with the Correct Grade of Gargyle Mobiloil.

VACUUM OIL CO.

The Buick Motor Company invites every lover of fine motor cars to drive the GREATEST BUICK EVER BUILT



and know the thrill of the Century's
greatest contribution to motor car
progress—an engine, VIBRATION.
LESS beyond belief

Cars are waiting at our showrooms—you incur no obligation.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD,HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM.

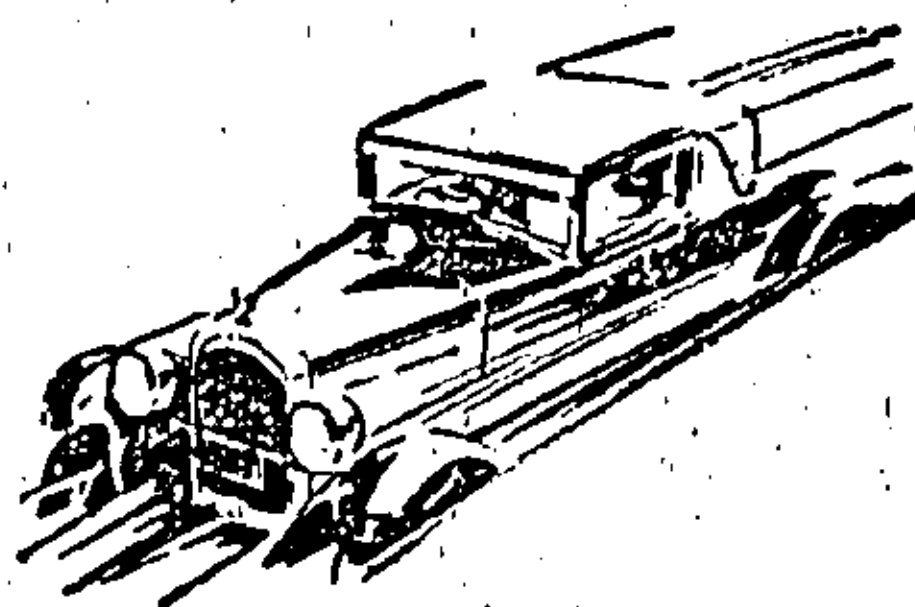
New Chrysler 52

So very much more
for your money

IN PERFORMANCE, in com-
fort and in luxury the New
Chrysler "52" is head and
shoulders above anything and
everything else in its particular
price field.

Not only because of its smooth
speed capacity of 52 miles and
more an hour, its remarkable snap
and dash in getaway, and its low
fuel consumption—

But also because it is so much
larger; its sturdy wood and steel



body is so much more substantial;
its ample seats are so much wider,
deeper and more restful; its fittings
and equipment are so much
richer and more elegant; and its
colour harmonies are so much
more striking than any other car
with which you might contrast it.

Great New ^{Seven body styles}
Illustrious New ^{Seven body styles}
CHRYSLER
Imperial ^{Fifteen body styles}

A. LUNG & CO.

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19, Queen's Road, C.

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A GRUELLING TEST.



Further news which has reached us in connexion with the International Rally of Monaco, in which, it is known, arrived 1st and 2nd two moil. 509 Fiat respectively conducted by Mr. Bignan starting from Bucarest (Km. 3030 in 85 hours and 46 minutes at the average speed of 35.328 Km. per hour) and by Mr. Malaret (Km. 2643 at the average speed of 34.506 Km. per hour) magnificently show the difficulties the small Fiat had to fight against.

This double victory, still more deserved because the two cars had to overcome unusual obstacles for the whole of the way, appears still greater if it is taken into account that the Saloons of Messrs. Bignan and Malaret, carried, in addition to the luggage, four and five passengers. Furthermore the

conditions of the road, in consequence of the bad season and the snow storms throughout the whole of Europe, made this march of the two heavily loaded 509 very hard, while those cars are actioned, as it is known, by an engine of small power with a c.c. inferior to 1000 cmc. The difficulties of the journey were so great that even the Automobile Club of Ramenia was of the opinion that also a high-powered car with 99 probabilities on 100 would not have been able to finish the hard journey Bukarest-Belgrade.

But the two indefatigable drivers, perfect connoisseurs of all the intrinsic qualities of the 509, made their small Fiat race like a high-powered car, proceeding in classification a formidable number of well prepared competitors.

THE PETROL TAX.

Support for A. A.
Suggestion.

The Automobile Association is circulating a petition which, we are certain, says the London Morning Post, will be signed by the vast majority, if not all of the motor-owners of the country. It is to obtain a just system of taxation for motor-owners, and the proposal is to substitute a petrol tax for the present vehicle tax. We have seen figures to suggest that sixpence a gallon would provide as much money as that tax now yields; but, whatever the amount, the principle is as much more just, and the payment would be so much less burdensome, that we feel certain, the Government would be doing the wise as well as the popular thing if it made the revision. It would certainly stimulate the motor industry, since many people are now prevented from keeping motors by the heavy payments of the present system. A tax on petrol would be paid as the petrol was used, and those who use most would pay most in taxation, as seems just when we remember that the tax is at least designed as a Road Fund. So easy a form of payment would be an encouragement to own a motor, which, we trust, is no longer looked upon as a crime by the authorities. And if a tax on petrol, by a side wind, encouraged the distillation of benzol from British coal, so much the better for a depressed British industry.

BIG CADILLAC OUTPUT.

A Phenomenal Increase.

Figures showing the doubling of output by the Cadillac Motor Car company during the past three years, a phenomenal increase in exports and plans for a further 40 per cent. increase in production in 1928 over 1927 were released by Lynn McNaughton, vice-president of the company, on the eve of his departure from the company's offices in Detroit for an extensive tour of southern and western states. Mr. McNaughton is visiting Cadillac-Lafayette distributors in Florida, Alabama, Louisiana, Texas and California in the development with them of the 1928 programme. "For the third year in succession," Mr. McNaughton states, "the company in 1927 increased its production 25 per cent. or more over the preceding year. The increase of 1925 over 1924 was 25 per cent. The increase of 1926 over 1925 was 27 per cent. and last year's increase was again 25 per cent. The gain in the three years from the close of 1924 to the close of 1927 was 89 per cent. This increase, we believe, clearly points out the growing market for cars of the highest grade. "The export business of the company has shown an even more startling gain. In 1925 it was 28 per cent. greater than in 1924. In 1926 it was 33 per cent. greater than the preceding year, and the annual gain in 1927 was 79 per cent. The export business in 1927 was 326 per cent. of that in 1924. The figure for the entire industry over the same period was 304 per cent."

NOVEL INVENTION.

Brakes Running in
Oil.

There has recently been shown to motor experts the drawings of a device which has just been patented, and which consists of a brake for a motor vehicle with many points of novelty; in fact, it resembles a multiple-disc clutch, and runs continually in oil. The inventor has had considerable experience with agricultural tractors, and was very much struck by the longevity of the multiple-disc clutches employed upon such machines, despite the amount of slipping which they have to withstand, another point being their sweetness in action. This led him to make some experiments, and eventually to design a brake modelled on somewhat similar lines. As at present arranged, for application to a front wheel, the brake consists of a series of metal discs with one set keyed to a drum, while the interleaved set are keyed to a boss; the boss is stationary, being part and parcel with the steering head, while the drum rotates with the hub and the front wheel. There is, in addition, a back plate and packing gland to prevent leakage of oil outwardly from the brake or ingress of moisture. The means of operation consists of a disc-like pressing, provided with a number of tapered projections forming a face-ram, so that when this is partially rotated it forces the discs into close contact, giving a braking effect. The design is such that the end thrust is taken by the steering head and does not affect the hub bearings. In order to keep the discs separated when the brake is released, so as to prevent dragging and friction, a series of light springs is interposed between the discs, each consisting of a ring of sheet metal of a springy nature compressed into a wavy form. When the brake is applied the "waves" flatten out between the discs, but spring out again with the release of the brake, so serving to separate the discs.

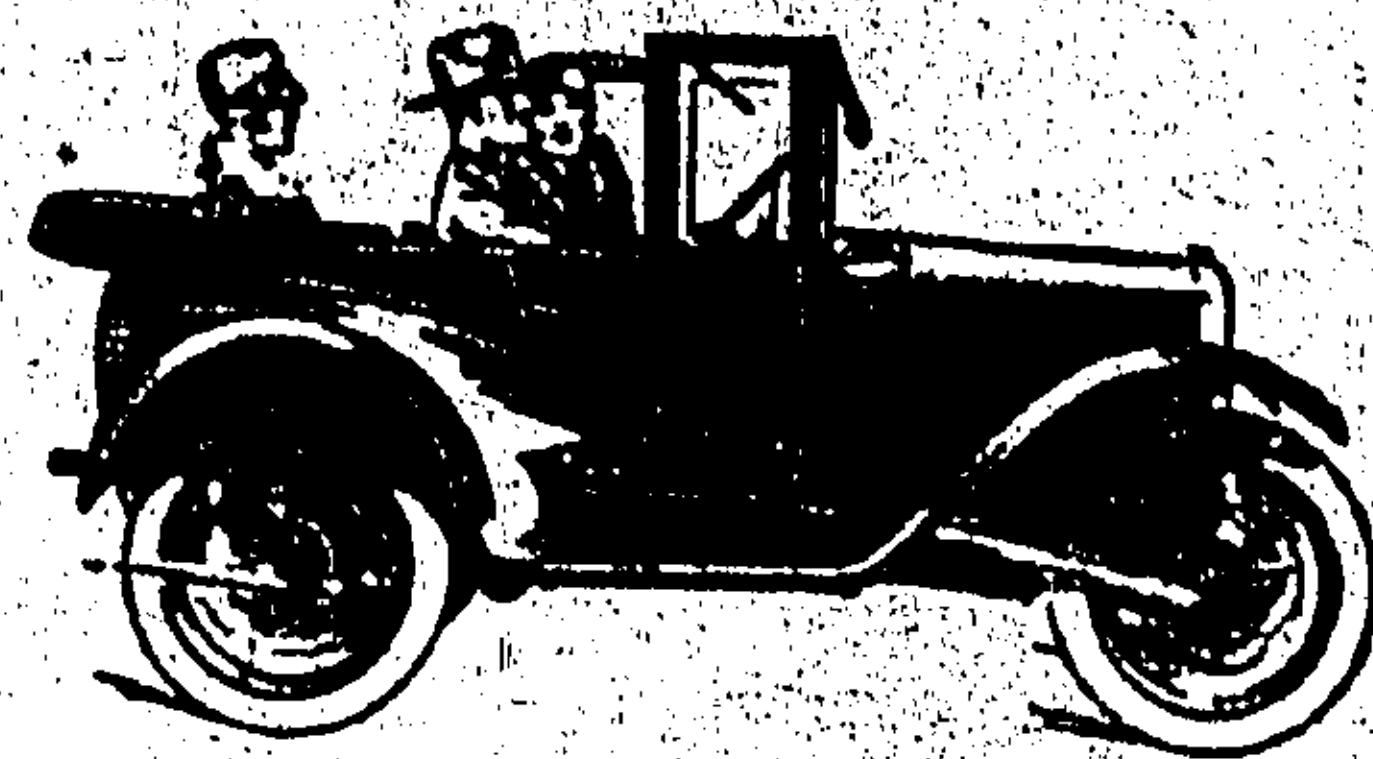
"WHIPPET" PRICES.

A Further Local
Reduction.

The local agents of Whippet Cars announce that owing to the adoption of more economical packing methods, they are now able to announce a still further reduction in "Whippet" retail prices. The official list of the new prices is as follows:

Chassis	H.K.\$1,325
Tourer	1,550
Roadster	1,720
Coupe	1,850
Coach	1,850
Sedan	1,950
Cabriolet Coupe	1,750

"The company's production schedule of LaSalle and Cadillac cars for 1928 is an increase of 40 per cent. over the year just closed. Since the beginning of its eight-cylinder production, it has produced more than 270,000 automobiles. Of these 32 per cent. have been produced in the past three years."



"AUSTIN SEVEN"

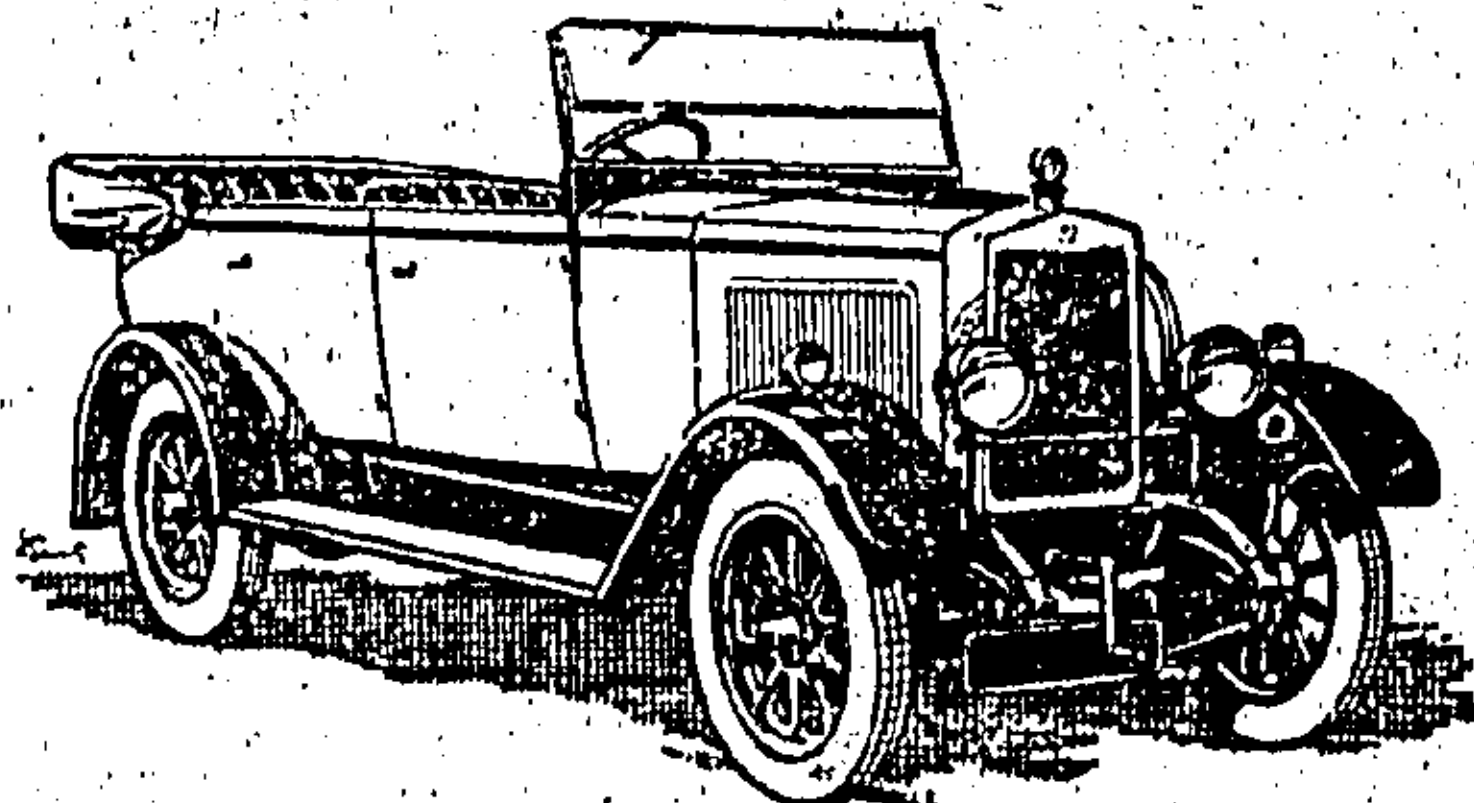
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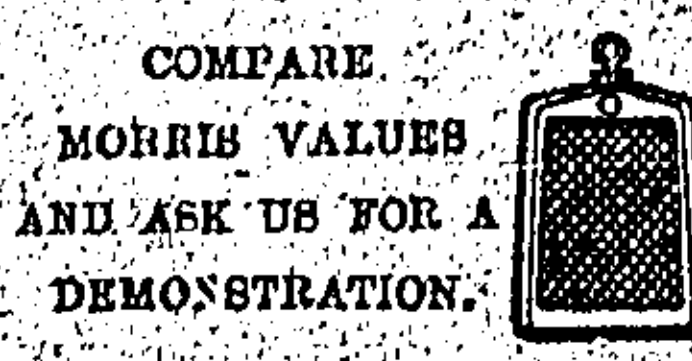
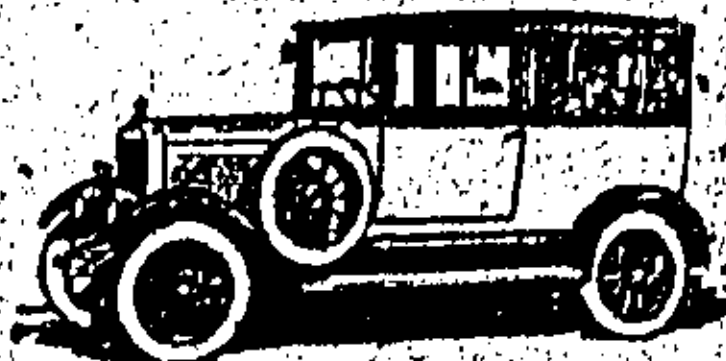
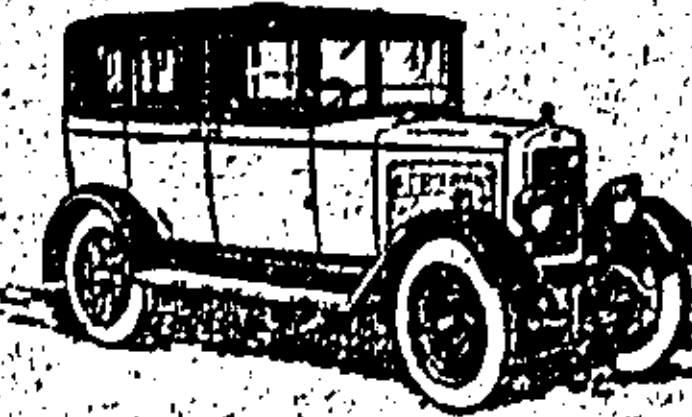
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48" TRACK—105" WHEELBASE.				
ROADSTER	4 Seater	£153	£180	2 5
TOURING (4-DOOR)	4 Seater	170	200	5
COUPE (FIXED HOOD)	2 Seater	175	210	10
SALOON (4-DOOR)	4 Seater	185	225	10
TRAVELLER'S CAR		168	200	—
STANDARD VAN		165	200	—
MORRIS-OXFORD 11.9 H.P.				
48" TRACK—108 1/2" WHEELBASE.				
TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—
MORRIS-OXFORD 13.9 H.P.				
48" TRACK—108 1/2" WHEELBASE.				
ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAULETTE	5 Seater	235	330	—
MORRIS-OXFORD 15.9 H.P.				
56" TRACK—114" WHEELBASE.				
(4-speed gear)				
TOURING	5 Seater	315	355	—
SALOON	5 Seater	345	400	—
MORRIS LIGHT SIX 17.7 H.P.				
2468 c.c.—Approx. 2 1/2 litres				
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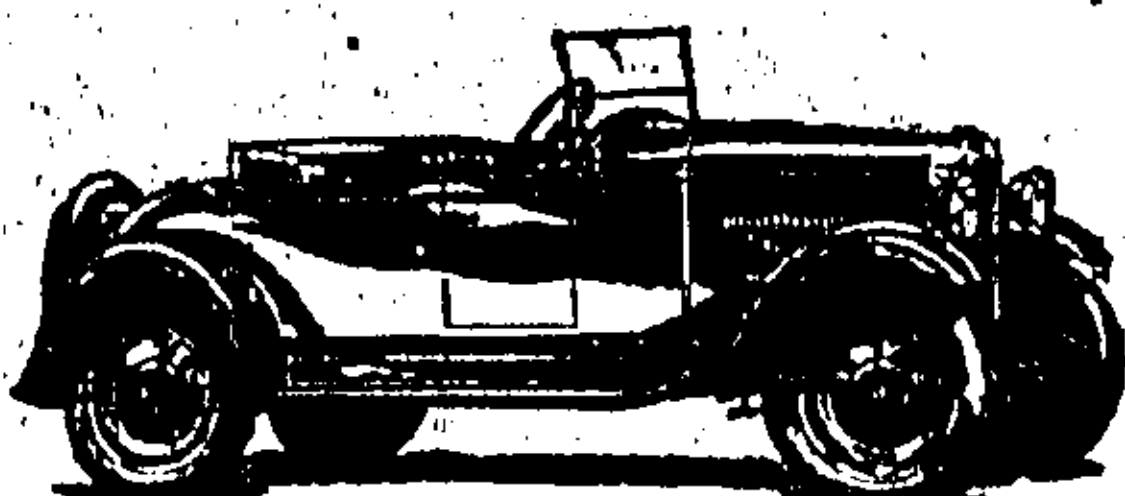
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Hongkong

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TOURER

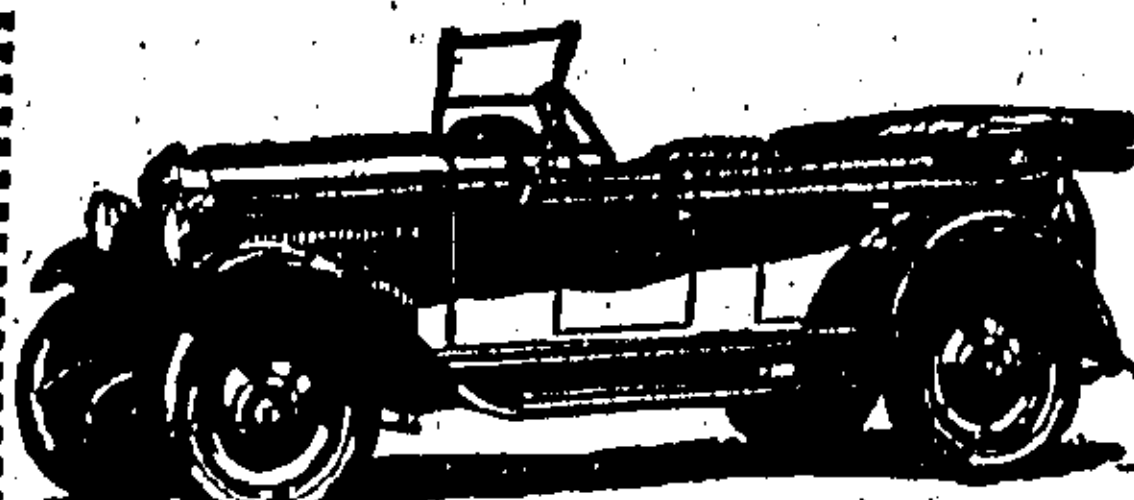
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Hongkong

G\$770



COUPE

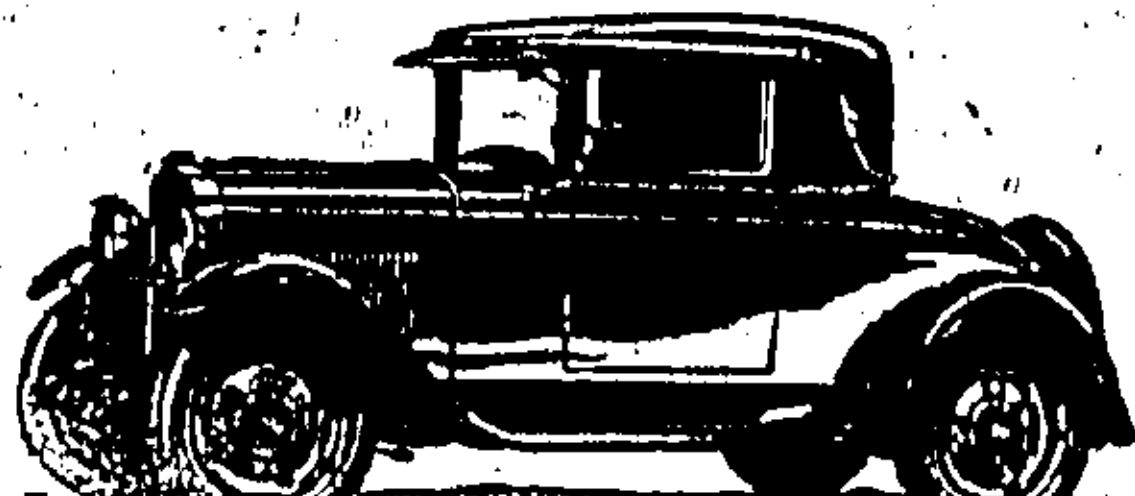
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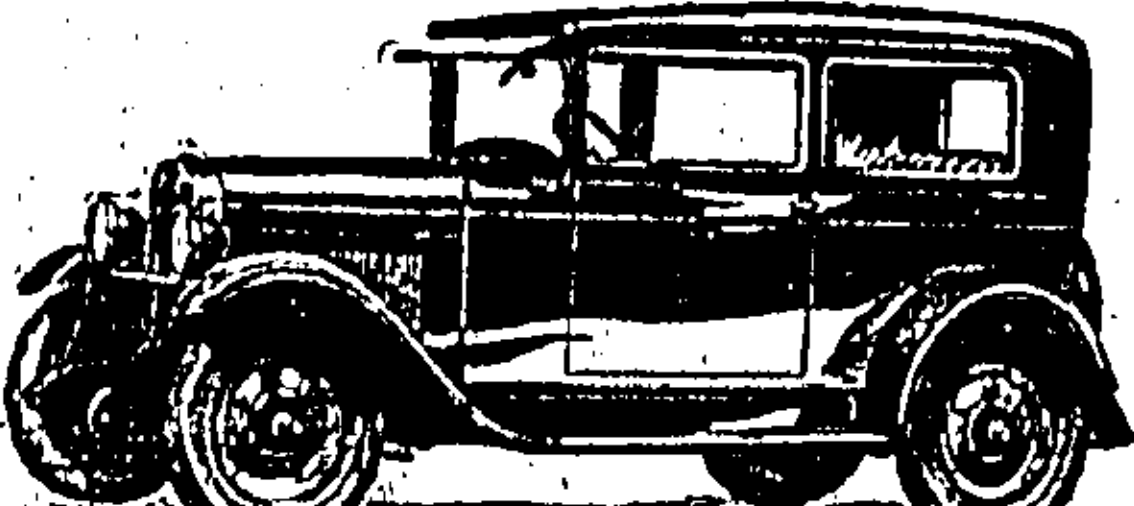
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Hongkong

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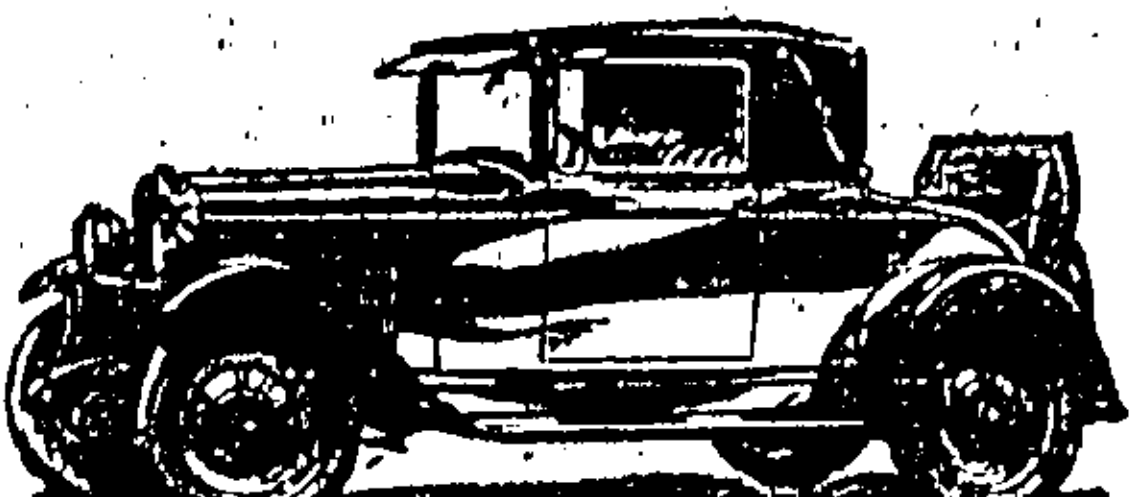
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G\$700

DELIVERED

Hongkong

G\$985



SEDAN

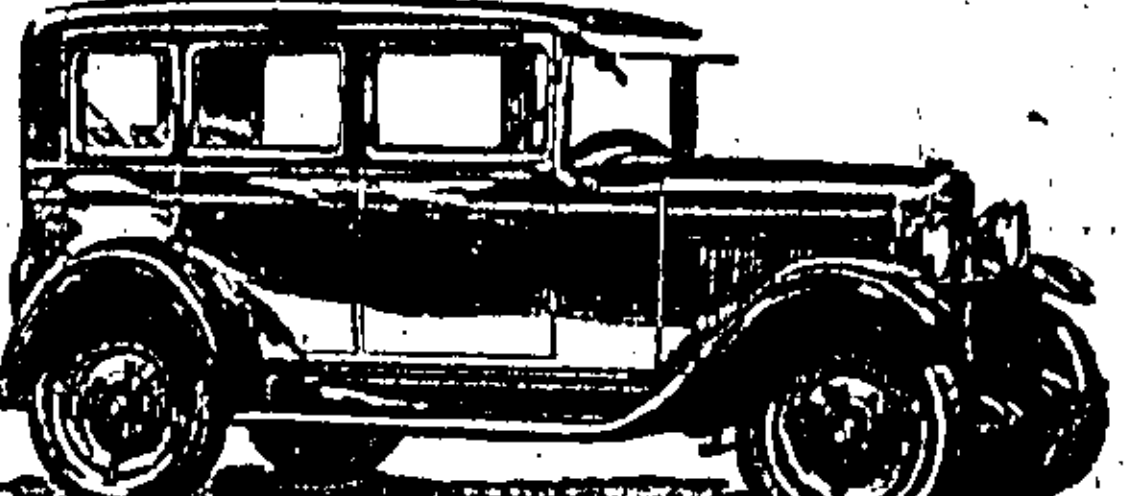
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DELIVERED

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G\$1000



LANDAU

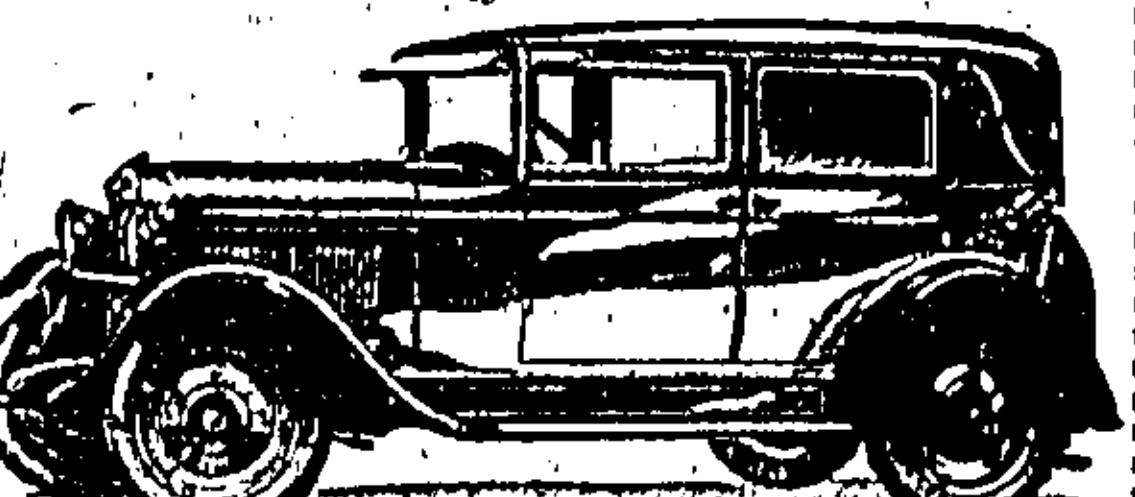
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NEW MOTOR LAWS.

What the A.A. Wants.

In view of the possibility of new legislation governing the use of motor vehicles, the Automobile Association intends to impress upon the Government through every available channel the urgent need for certain drastic changes.

The recently published draft of the new Road Traffic Bill, though shadowed certain alterations, but in the opinion of the Automobile Association, this Bill does not provide for several important legislative reforms which, with the rapid progress of motoring during the past 20 years, are of vital importance to all who own or use motor vehicles.

No Speed Limit.

The main features of the A.A. campaign for up-to-date motor law are as follows:—

- (1) The speed limit to be abolished.
- (2) Penalties for dangerous driving to be increased, but Courts to be allowed complete discretion as to the suspension of the driving licence or the disqualification of drivers.
- (3) In the case of serious offences—such as dangerous driving—the summons when served shall be accompanied by a statement showing details of the charge which the defendant has to meet. (The motorist is often at a great disadvantage when his first notification of an alleged offence is the service of a summons some considerable time after the date of the alleged offence, and it is the view of the Association that this is a strong case for the removal of the unfair advantage so often enjoyed by the Prosecution.)
- (4) The present period of seven days allowed for the lodging of notices and other preliminaries to an appeal to be increased to fourteen days. (Serious difficulties are frequently experienced by persons wishing to appeal, owing to the shortness of time at their disposal).

No Tampering.

- (5) That it be a definite offence punishable by heavy penalties for any person to drive or tamper with a motor vehicle without the authority of the owner.
- (6) All vehicles to be adequately lighted, front and rear, after dark.
- (7) Failure immediately to produce the driving licence on demand shall no longer be an offence providing the licence is produced to the Police Authorities within three days.

Several other proposals are being made by the Association on the Road Traffic Bill, but apart from actual legislation, it is the intention of the Association to urge that the necessary pressure be brought to bear upon the Authorities to give effect to the view expressed by the Departmental Committee (Ministry of Transport) on the Taxation and Regulation of Motor Vehicles—that it is undesirable to increase the number of purely technical offences, and that when instituting proceedings, due regard should be paid to the object of the Regulation, and the fact that the mere breach of the Regulation should not necessarily be an offence in itself.

BIG SALES.

The Studebaker and Erskine.

South Bend, Ind., U.S.A., Feb. 18.—Factory sales of Studebaker and Erskine cars to distributors and dealers in export markets for January, 1928, exceeded every January in Studebaker history—and were 101 per cent. greater than January, 1927.

Retail deliveries by Studebaker dealers in the United States and Canada, during January also were the largest in Studebaker history. In the U.S., deliveries to purchasers for the month were 68 per cent. greater than for January, 1927, according to a statement issued by A. R. Erskine, president of The Studebaker Corporation.

The figures are based on retail deliveries to customers as reported by Studebaker dealers throughout the country every ten days. The increases indicate a steady upward trend in Studebaker business.

According to Studebaker, the sales increases are due to the introduction of the New President Eight and the new Erskine Six; and to spectacular feats of performance scored by the Commander and Director models toward the close of 1927. As a result of more than 50 official records won by the products of this concern, Studebaker now holds all the highest endurance and speed records for fully equipped stock cars, regardless of power or price.

ETHYL FUEL TEST.

Mishap to Motor-cycle.

The machine engaged in the motor-cycling section of the Daily Mail test of Ethyl petrol, the new motor fuel, began its 3,000-miles road trial recently, but after running 60 miles miles a fault developed in the automatic-oiling system, causing some damage to a big-end bearing.

It will, therefore, before resuming the trial, be examined by the Research Association of British Motor and Allied Manufacturers and repaired under their supervision. This mishap is in no way due to the fuel used.

The following report from the Research Association on the motor-cycle which is being used in the Daily Mail test will be of interest to motor-cyclists:

Sir,—The motor-cycle left here by your Motoring Correspondent on Wednesday has been conditioned and handed over to him this morning. When the motor-cycle has been driven 3,000 miles with the new Ethyl petrol, we shall resume our examination of the various parts.

During the conditioning process, the machine has been thoroughly cleaned in regard to the surfaces likely to be affected by the new fuel, and we have taken the opportunity to measure very accurately a number of the important parts. These measurements will be repeated at the end of the running test, and should a comparison of the two sets of measurements seem instructive, this will be brought out in the final report.

It may be mentioned that the motor-cycle, though not new, is in good running condition, representative of average high grade machines on the road. The design is highly modern, giving a fairly high compression ratio, and this, combined with the air cooling, should give conditions widely different from those obtaining in the medium-powered car at present under test.

The results of the work on this motor-cycle should therefore, when compared with the observations on the motor-cars, be doubly useful, not only in regard to the motor-cycling public, but also in giving evidence in regard to the fuel as between totally different types of engine.

H. S. ROWELL, Director
15, Bolton-road, Chiswick, W. 4,
January 27, 1928.

UNLUCKY DAY FOR MOTOR TEST.

Competitor's Death After Skid.

It is rarely that accidents occur in the several long-distance trials promoted by the Motor Cycling Club each year, but the thirteenth reliability run from London to Exeter and back, which was postponed from Christmas due to the heavy snowfall and refixed to start on January 13, was marred by a collision which had fatal consequences.

F. M. Joslin, of Margareting, near Chelmsford, was competing on a solo motor-cycle when, near Salisbury, on the return run, he attempted to overtake other competitors. In doing so he touched one of the other machines, which made him swerve. His cycle skidded and threw him under a lorry, which passed over his leg. He was taken to Salisbury Infirmary suffering from a fractured leg and head injuries, and died there.

New Failures.

From the original entry of 377, several members found the new date inconvenient, the number of withdrawals amounting to 82. There were sixteen further abstentions at the start from Slough. Of those who undertook the journey, few failed, 253 checking in to schedule time at Slough the following day. Peak Hill, 13 miles from the turning point, was in a greasy condition and became a more than usually severe test.

Women are not allowed to compete, but they are not debarred from going as sidecar passengers, and from this position they made themselves as helpful as possible.

One carried a portable gramophone, and during the long hours of darkness on the run down, when the strain of driving often induces drowsiness, cheered on her own driver and many others with lively tunes.

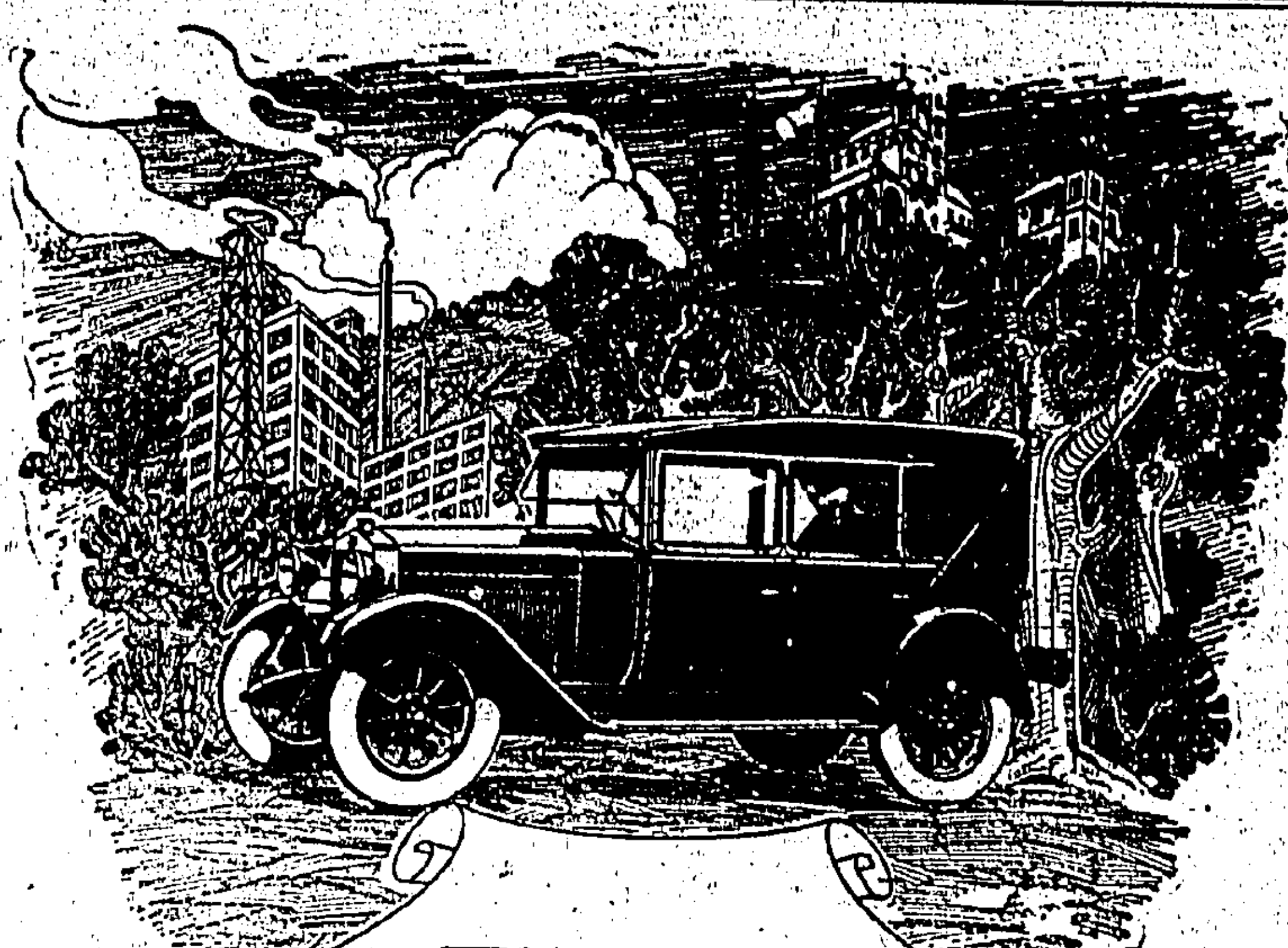
On the run down to Exeter conditions were perfect, there being a clear sky with a bright moon, but, coming back, it rained nearly all the way.

This year the Club made special efforts to secure reduced exhaust noise, and were remarkably successful.

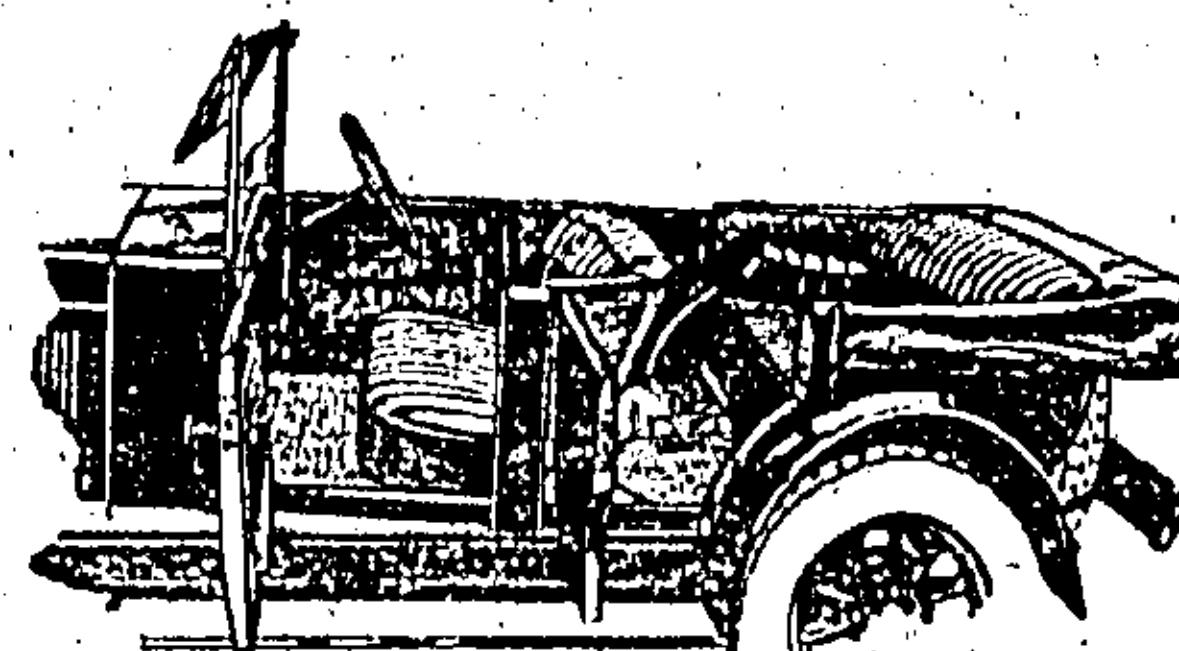
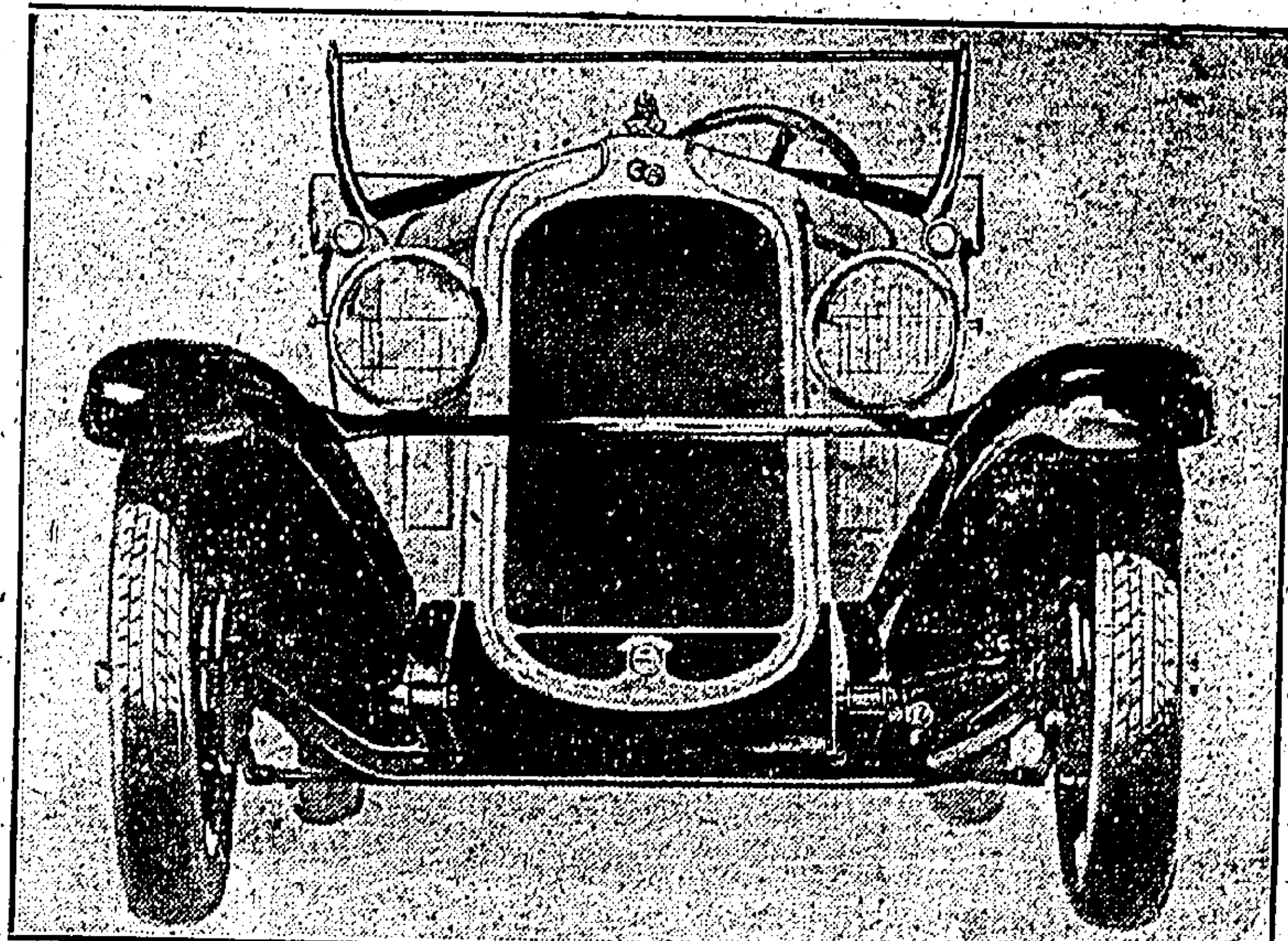
Among those who finished to schedule was George Brough, who had won a gold medal in each of the preceding twelve trials. He is likely to qualify for the premier award again this year. In this case he will have the distinction of being the only 100 per cent. London-Exeter medallist.

The provisional analysis of the trials was as follows:

101 solo machines started, 10 failed.
67 sidecars started, 9 failed.
12 cycle cars started, 3 failed.
12 cycle cars started, 3 failed.



FIAT 509 a.

35 Miles
per
Gallon.PRICE
from
\$1,850THE TIME TO BUY YOUR FIAT
IS
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WORRY AND EXPENSE.

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C/o Box No. 333.

"Hongkong Telegraph."

MODERN MOTOR CAR
REQUIREMENTS.

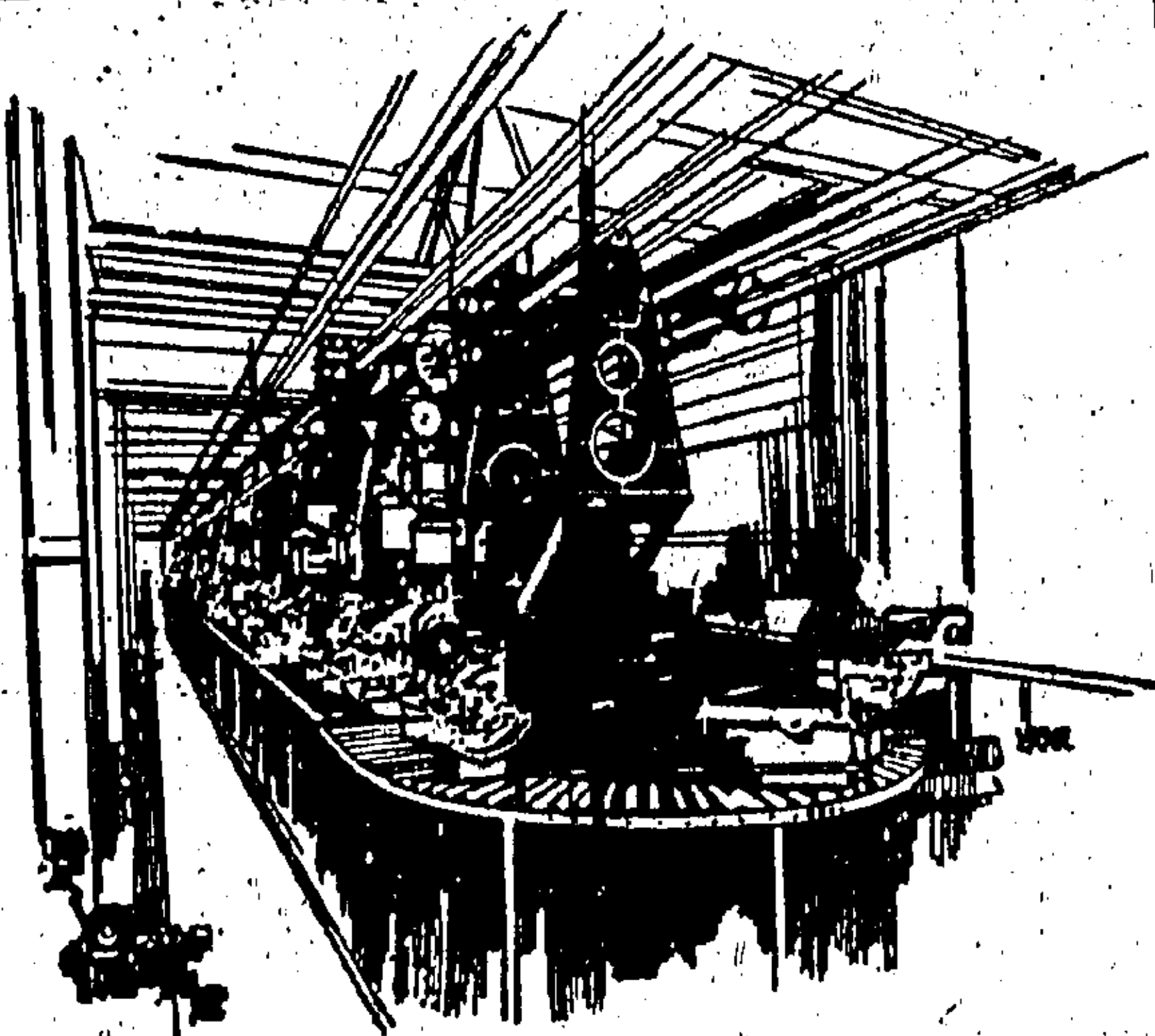
Modern traffic congestion imposes new requirements on motor car builders, according to J. W. Frazer, Chrysler Sales Manager. "To meet to-day's needs a car must accelerate quickly, respond to the slightest touch on the steering wheel, be speedy, have quick-acting brakes and be easily parkable," he points out.

HOTELS AND MOTORISTS.

In view of the impression, which is prevalent, that many hotels do not cater specially or satisfactorily for motorists' requirements, it is interesting to note that over 98 per cent. of the hotels holding the official appointment of the Automobile Association have willingly furnished the A.A. with their revised tariffs for inclusion in the 1928 A.A. Handbook.

MOTORISTS AND ROAD
REPAIRERS.

The Automobile Association urges motorists always promptly to respond to traffic signals given by Police officers, A.A. Patrols or road men responsible for assisting traffic through sections of roads under repair. This request specially applies to road repairs which leave space for only one line of traffic.



Everlasting Gears

THE non-technical motorist knows that the Morris is remarkable value; that it is a most extraordinarily reliable and efficient car, and that for the money there is no car to compare with it.

The technically minded may care to know of some of the factors by which this reliability is obtained.

For example, Morris gears are practically everlasting because they are made from 3½% Nickel Chromium case-hardened steel forgings. The tooth shapers for cutting Morris gears cost over £32,000 while the cost of the total gear plant exceeded £80,000.

Non-technical motorists, if they would have still further proof of Morris value, should refer these facts to their technical friends.



The Morris-Oxford four-seater Tourer.

MORRIS

The Wheel of the World.

The Hongkong Hotel Garage.

(THE HONGKONG AND SHANGHAI HOTELS LTD.)
25, Queen's Road Central.

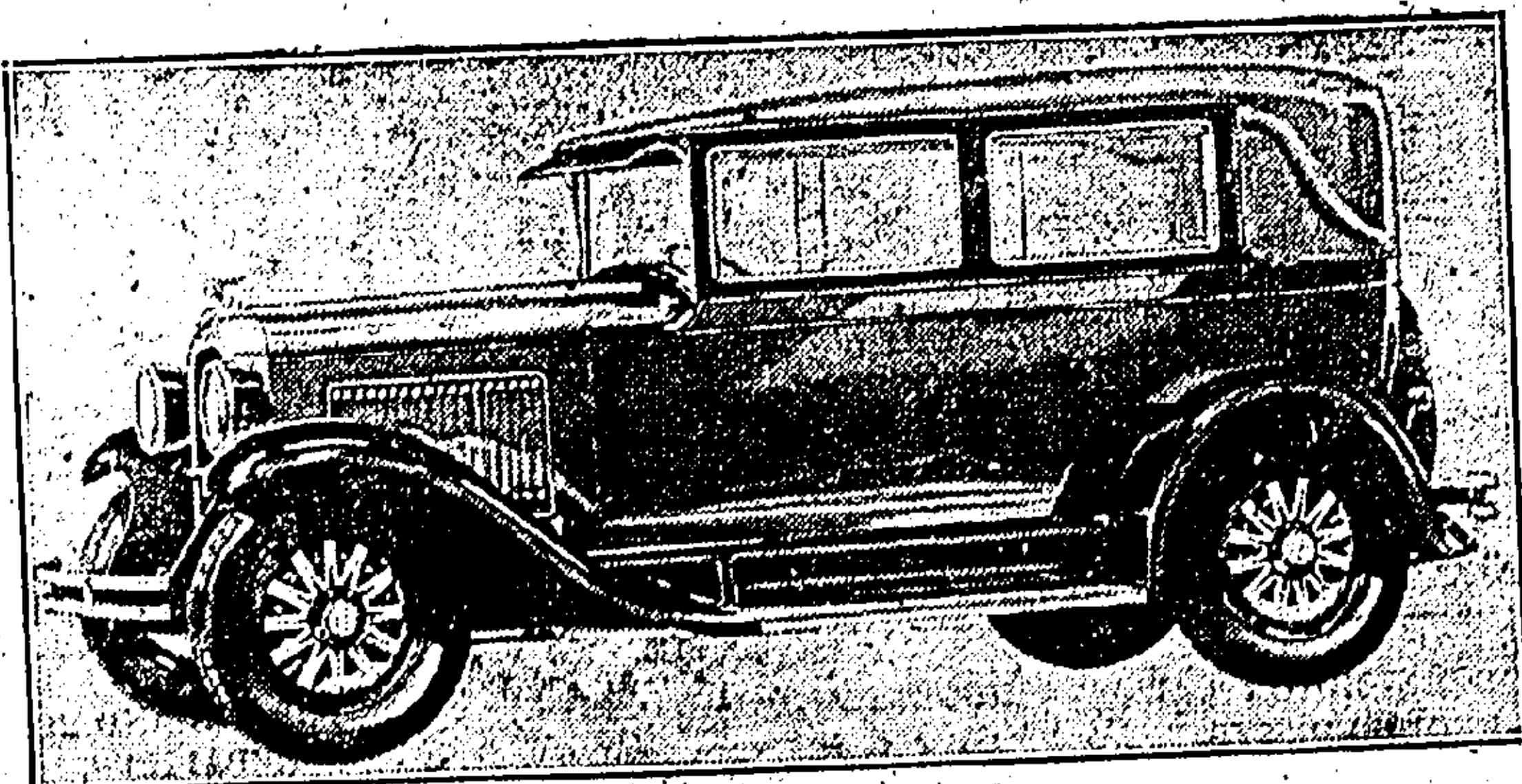
The Pontiac Sedan

With the Style, Speed and Beauty that appeals to all.

THIS is a car that has luxury and refinement at a price that compels the attention of all who are contemplating a car purchase. It is engined with the famous Pontiac six-cylinder engine, and is fitted with all that is latest in motordom.

PRICE NOW
H.K. \$2,500.00

Completely Equipped



A. LUNG & CO.

19, Queen's Road, Central.

Telephone C. 1919.

LUXURY MOTORING.

At a Modest Outlay.

Luxury and comfort as we understand them, were outside our forefathers' ken. This was particularly true in regard to travel.

In their time a journey of a few miles must have been something of an ordeal and those who went travelling were looked upon as real "bull men," with some reason. The roads were terrible, the vehicles that traversed them, though sometimes weatherproof, were elementary in design, and the present-day motorowner would not put up for a moment with the conditions that were everyday matters a hundred years ago.

The evolution of the motor vehicle followed very similar lines to those of its predecessors on the road. At first it was a crude vehicle, in which the designers' efforts were directed rather to improving the mechanical efficiency than to seeing to the comfort of the passengers. As time went on, however, the improved mechanical efficiency of the vehicle called for better coachwork. The mechanical parts of the car were fulfilling their functions with surprising reliability and the pioneering stage was over. The general public were beginning to take an interest in what had previously been the pastime of a tiny minority, and the manufacture of motor-cars, instead of being an industry which supplied the wants of the few had become an industry which supplied what was almost a necessity to the many.

New Problems.

Motor manufacturers soon realised that when they were making a product for the general public they were up against some entirely new problems. Comfort was one of the first of these, and comfort did not just mean a comfortable driving position. It represented rather the general happiness of the owner of the vehicle. No car owner can be called comfortable if he knows that the vehicle he is driving is likely to break down. It is certainly not comfortable to have a noisy back axle drive, or brakes that may or may not function. General mechanical excellence was as necessary as the comfort of the bodywork, but the latter did not receive the attention it merited until recently. Combined with all this, the vehicle, if it was to have a wide appeal, must be sold at a moderate price.

This year motor manufacturers have made a special effort to study the wants of the car owner of moderate means. No longer is it necessary to spend a large sum to experience the joys of road travel only known to owners of cars costing well above £1,000 a few years ago.

GETTING CARS READY FOR SPRING.

Makers Tackle Problem of Mud-slinging.

[By George C. Stead.]

With the passing of the first month of the year spring appears appreciably nearer. The motorist looks forward to making fuller use of his car than in the dreary months of winter.

Although it may be somewhat early to get the car in form for its next season's work, the fact that the car spends a long time in the garage allows the owner the opportunity to attend to many small details of adjustment or lubrication. Instead of leaving the preparation of the car until the last moment, the work can be more simply and conveniently done if it is effected by instalments.

Those who have disposed of their cars and are considering the purchase of a new one would do well to make their decision as soon as possible, and place the order. If it is delayed it is possible that the manufacturers, overwhelmed with a rush of orders, will leave the unfortunate who has placed his order late without delivery during some of the best motoring weeks of the year.

If delivery is taken early the owner will have an opportunity of getting used to his car before he starts serious work with it, and can get his engine into first-rate condition by driving it gently for the first few hundred miles. The extra expense need scarcely be feared, as this will only consist of a higher price of the licence and for any extra garage charges.

After a recent experience, in the company of many other motor-cars, I have come to the conclusion that the mud-slinging propensities of the modern car are probably unique. The actual squealing of the mud from the road by the tyres can scarcely be prevented at present, although low pressure tyres are bigger offenders than those of the narrower section. Yet it would not present a difficult problem to prevent mud being thrown on to the bodywork and on to the windows of the car.

Problem Tackled.

The makers of a few of the world's better bodies have tackled the problem seriously, but in some cases the result, though efficient in its action, is ungainly and unbecomingly in appearance. On the other hand, makers of sporting cars are experimenting with the bicycle type of mudguard, which follows closely the contour of the tyre, with excellent results. It is therefore obvious that there is a fairly efficient solution of this mud-guarding problem.

This mud-slinging differs according to the formation of the tread of the tyre. A smooth, well-worn cover, for instance, does not spray mud about so much as a new cover with cleancut ridges or grooves. The aim of tyre-makers is to produce a cover which is as durable and long-lived as possible, but little attention appears to have been paid to the problem of mud-throwing.

Mud-splashing on the sides of bodies is often caused by mud which has already been trapped by the front mudguards, and which has trickled down to the edges. The wind of the car's passage catches these drops and blows them back on to the body. The more expensive types of mudguard have a gutter on their outer edges which prevents this happening.

Improvements in mud-guarding could be effected if a form of guard could be invented which would more closely enshroud the cover and which would not permit mud to escape either at the front, the back or the sides. The question of combining utility with beauty is, of course, quite another problem.

MATCHES & MOTOR.

A Ban in Ecuador.

Matches and motor cars may have nothing in common to the layman but to H. S. Welch, Manager of Export Sales of The Studebaker Corporation of America, they mean something in so far as automobile shipments to Ecuador are concerned.

In this South American Republic, the government has just granted a Swedish match concern the sole right to sell matches in that country.

Under this contract, matches mean anything that produces fire and therefore electric cigarette lighters, which are standard equipment on all of The President Eight and Commander Regal models in the Studebaker line, come under the government ban.

Ecuadorian consuls all over the world have been instructed to refuse to certify invoices for automobiles on which cigarette lighters are standard equipment, while masters of ships calling at ports in the country must place all foreign matches under seal.

GEAR CHANGING.

Gentle Movement Best.

The judicious use of gears on a car makes driving easy. How many drivers with years of experience know how to manipulate the gears, and thus get the best out of the car?

Gears to most drivers are a mystery. They merely use them because they have been taught that the car will not go unless it is in gear. And so the rudiments of the gear are known to the driver who can get into first, second, and top.

The gearbox, which is one of the most vital parts of the car, suffers more wear and tear than any other part of the machine, because every movement of the gear lever is a toll upon the mechanism.

Incessant changing of gears brings about a condition in the car which will have serious results if ordinary care of the gears is not observed.

Most drivers from their first experience have little or no idea of the exact functions of the gears. They are taught to get into gear, to change gear, and go into reverse, and there the instruction ends.

There is no attention paid to the fact that they are not even told how to get from top to second, which is one of the most important moves which the driver is called upon to make sooner or later.

The double shuffle, which is the means of making gear-changing easy, is never shown to the new driver. Many a car has been worn out, and the driver has never known what the double change could do towards making gear-changing easy.

One can see drivers pulling their gears right through in a clumsy movement, which is a great strain on the car, and can only make for the eventual ruin of the gears.

What drivers must remember when changing gears is that a system of cogs operates within the gearbox connecting with a revolving shaft, which goes through-out the length of the car.

Correct speeds of acceleration must be observed to get those cogs to combine with the revolving shaft, and when the fault occurs a clash of gears is the result. The damage which is done by one clash of the gears cannot be immediately known, but an examination of the gears in a few months' time will show how they have been worn.

Pieces will be chipped off the gears and they will be worn down as though a file had been used to complete the job. The stripping of gears is all the result of carelessness in operation, that is sending the revolving gears in the opposite direction to the revolving shaft.

One thing the driver should remember, and that is to handle the gears carefully. There is no necessity to force them, and when such a move is made the result is disastrous.

It should be remembered that the gears are delicate, although they stand a good deal of knocking about. The most gentle movement will be just as effective as a deliberately strong movement, which only tends towards bringing that inevitable crash.

The most important change which is seldom shown to the beginner is from top to second. On most cars this move is not always required, but at some time or other in a driver's experience he may find it necessary.

A steep pinch on a hill may often necessitate a quick change, and only the knowledge of this change can save one from an unenviable experience.

Like all changes, it must be practised. On most cars the change is a complete movement. In the attempt one is liable to miss the change, and the result is that if the brakes do not hold one finds the car slipping down the hill.

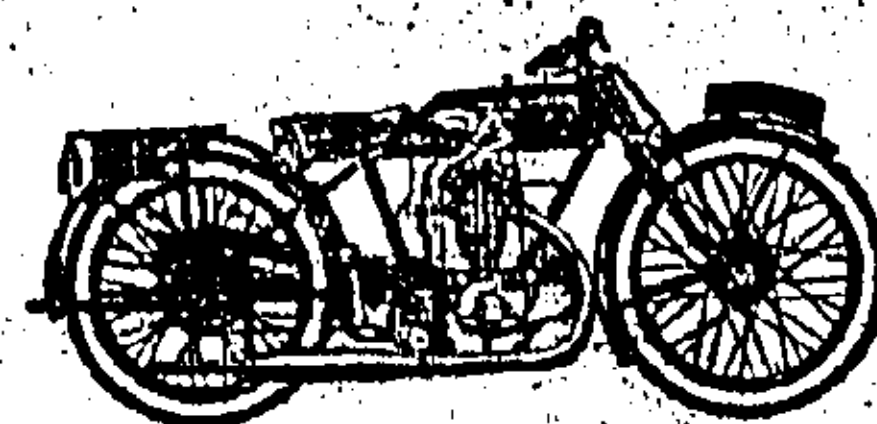
Practice on gear-changing will never go amiss, and in driving the man who knows every move in his car is the safe driver.

Study gears, treat them gently, keep them well oiled, and the car will outwear the car which is not given the consideration it deserves, which is not given the consideration it deserves.

TO RENEW FENDER.

Fender straightening has become almost an art in the perfection of the work. To one accustomed to looking upon a bent fender as hopeless, it is amazing what the modern body shop can do to restore damaged units. As a matter of fact, with modern equipment, the most mangled fender can be restored to its original smooth contours. Then the application of a quick-drying lacquer finish does the rest. The development is one of the last three years and is a most important one.

1928 A. J. S. CYCLES



HAVE ARRIVED

See them and then you will know why they win the Trials

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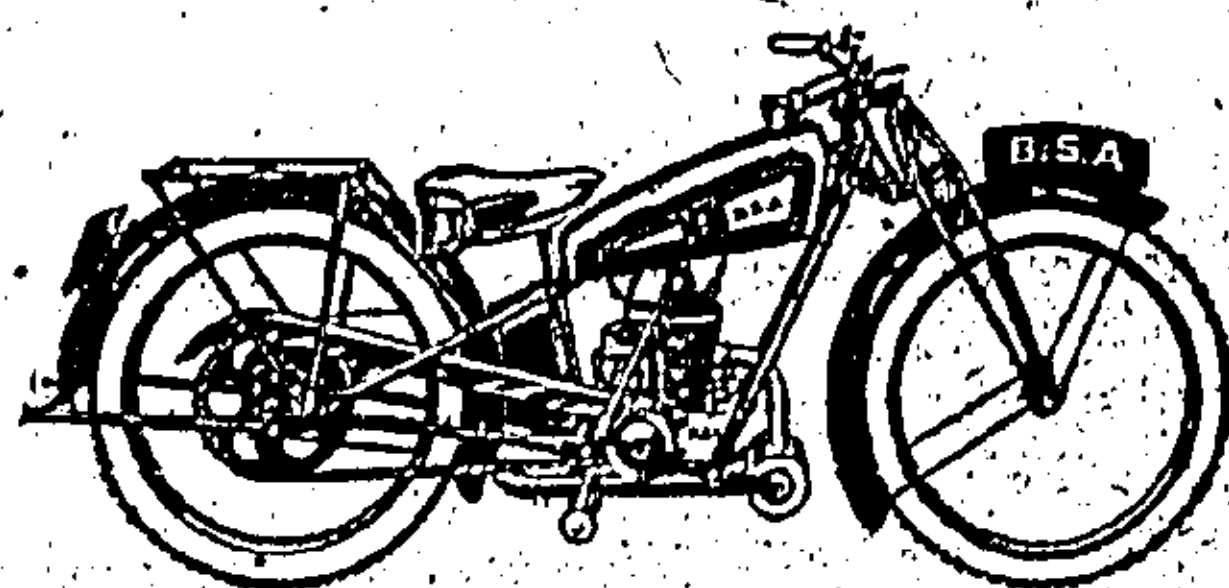
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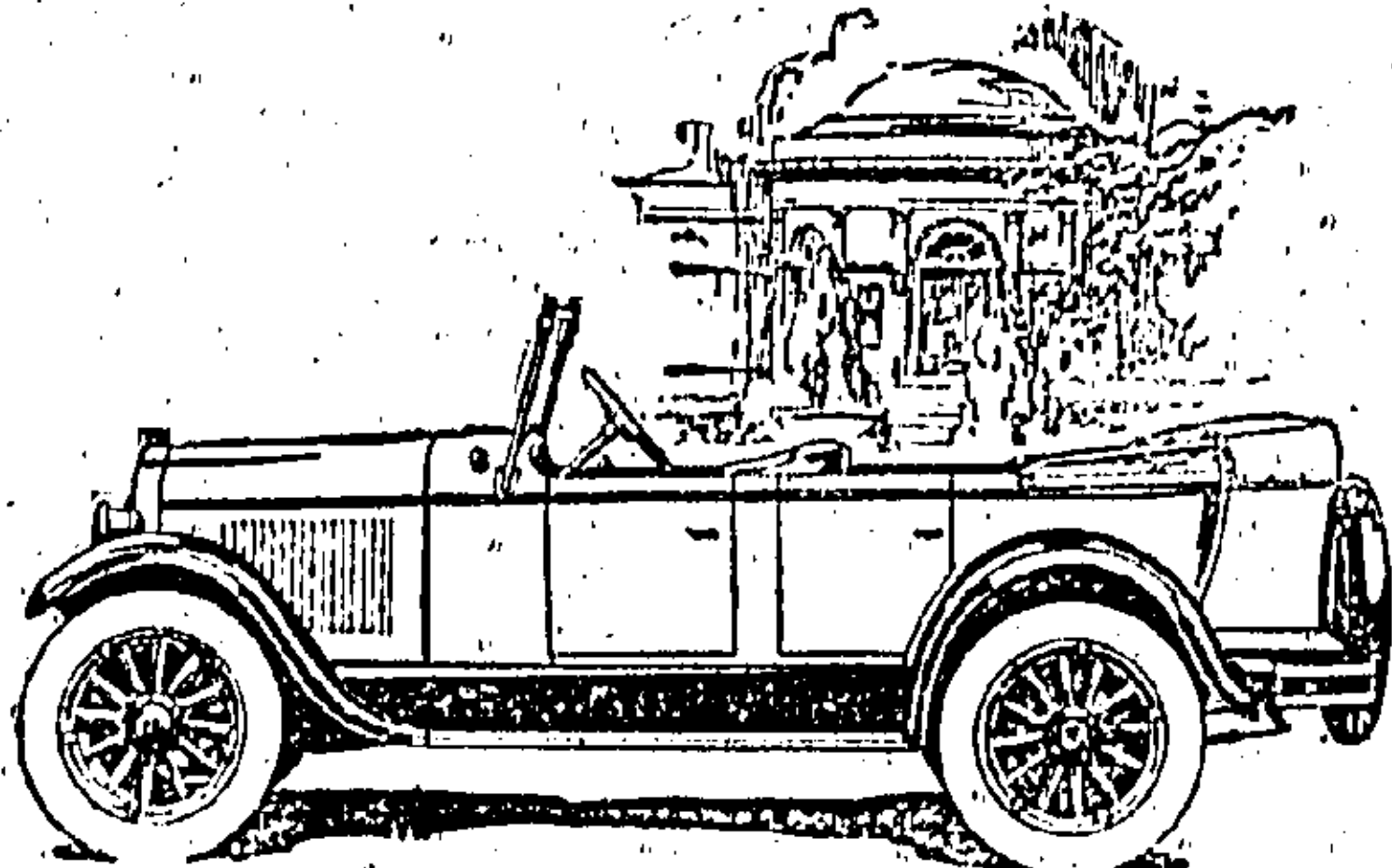
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Dieckman Roadster	4-seater	G\$1,175
Touring Car	6-seater	1,175
Sedan (2-door)	6-seater	1,250
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Six body styles

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

CONTINUED "MISSING" IS HARMFUL.

There are some Motorists, so insensitive to "ragged" operation of their engines, that when a cylinder begins to miss occasionally or even "quits" entirely they do not at once correct the trouble, but keep on driving for long distances, with the engine running "lamely," with all its attendant noise and jerkiness, until finally they "get around" to have the balky cylinder set firing again. Such operators ought to realize that beside the resulting discomfort and waste of gasoline, an engine is likely to suffer damage from such inconsiderate treatment. Especially in the case of a "four," the failure of a cylinder to fire, particularly when the throttle is well open, subjects the whole engine and even the entire car mechanism to shocks and vibration, which tend to wear and weaken all the parts concerned. These effects are considerably less pronounced but still present, with a six, but with an eight, the missing of one cylinder may not be sensed by an unskilled operator, although he will notice the loss of power. Engine bearings are always badly abused by the failure of cylinders to fire regularly. However, the worst result of long continued misfiring of a cylinder is the lubrication disturbance which it causes. Each cylinder is filled with gasoline vapour and air on each stroke and if ignition occurs it is all consumed, but if ignition has ceased to take place, the entire cylinder wall is exposed to gasoline vapour, as the piston moves up and down, until firing is resumed. Part of the gasoline is pushed out as vapour, during exhaust strokes, but as the piston and cylinder run cool, most of it condenses on cylinder walls, runs down them dissolving the oil film in its path and finally finds its way into the crankcase. Unless the splash of fresh oil, reaching the cylinder bore, is so ample as to effectually replace that washed down, lubrication will fail and the piston-rings will wear abnormally upon the cylinder bore, perhaps scratching them badly, and possibly cutting them so that serious scoring results. The large amount of fuel, escaping into the crankcase, may dilute the oil supply there sufficiently to endanger the lubrication of engine bearings and of the other cylinders, if operation with a missing cylinder is too

long persisted in. If ignition cannot be restored by roadside measures, it is good judgment to stop at the first repair shop and have the trouble corrected.

Engine Starts Reluctantly.

Question.—In order to start the engine of my car, I have to pour hot water on the intake and use the choke excessively. Even when it begins to turn over, I have to keep it choked for so long that the oil dilutes badly. The spark-plug gap is 0.020 inch. Is this too short? My battery is fully charged and I use high-grade gas and coldproof oil. Why all this starting trouble on cold mornings?

Answer.—Your plug-gap is that recommended by the manufacturer. We suspect that there is air-leakage into the manifold, which prevents you obtaining an ignitable mixture readily. Make sure that the flange connexion at the carburetor and the two flange connexions at the manifold are perfectly tight. If there is much looseness of inlet-valve stems in their guides, air-leakage will occur at these points and the starting mixture will be weakened. In case valves and piston-rings are leaky, stray air will make starting hard. Perhaps the installation of a manifold primer would facilitate starting and reduce the amount of choking required.

Turbulence.

Question.—What is meant by the term "turbulent cylinder head," which I have seen in advertisements of recent engines?

Answer.—It has been found that if the charge in an engine cylinder is in a state of rapid circulating movement, through the compression space, at the instant of its ignition, its combustion will take place with less detonation or "pinging" than if it is in a comparatively stagnant, motionless condition and it is found possible, by suitably shaping the cylinder head surface, the piston head and the valve chambers and ports, to set up the desired violent circulating movement of the charge during its entrance to the cylinder and during the period of its compression into the clearance space. A cylinder-head so shaped as to accomplish this result, is spoke of as a "high turbulence head."

MOTOR DEALERS ON BLACK LIST.

Trade Association's
Powers.

The powers of the Motor Trade Association to blacklist dealers were the subject of a case in the King's Bench Division recently before Mr. Justice Avory and a special jury.

Damages for alleged misrepresentation and conspiracy were claimed by Messrs. Hardie and Lane, Ltd., motor-car dealers and agents, of Woodstock-street, Bond-street, W., against Mr. John Chilton, Mr. Harry Arnold Bennett, and Mr. Percy Ingram Denyer. The defendants denied the allegations.

Mr. Chilton and Mr. Bennett, it was stated by Sir Henry Slesser, K.C., who appeared for the plaintiffs, were members of a body in the Motor Trade Association called the Stop List Committee. "The Motor Trade Association is very powerful indeed," said Sir Henry. "It exists for the purpose of keeping up the prices of motor-cars."

Alleged "Spy."

If anybody sold a motor-car below a certain rate the Association had power to place the offending person upon the Stop List. "To be put on the black-list of the Association is a sentence of industrial death to anyone selling or dealing in motor-cars." A person going on this Stop List could not get materials and would not be supplied.

Sir Henry said that Captain Hardie and Captain Lane were members of the Association and were sellers of motor-cars. In January, 1926, a man named Neal called at their shop and tried to tempt them to sell a Rover car below the fixed price. Messrs. Hardie and Lane did not reduce the price but agreed to waive the charges for delivery, unexpired tax, and number plates.

The Stop List Committee complained of this and ordered Messrs. Hardie and Lane to pay £200 to the indemnity fund of the Association.

"This was no more than a blackmailing threat," contended Sir Henry, who submitted that through Neal, as spy, an attempt had been made to entrap the plaintiffs into a breach of the Association's agreement with the Association's rules. Messrs. Hardie and Lane signed an agreement with the Association, repurchasing the car for £232, and paid £100 to the indemnity fund as a first instalment of the £200, but they later refused to pay the second £100.

Evidence was given by Captain Hardie.

Sir Patrick Hastings submitted that there was no evidence of conspiracy and no evidence of any act which was actionable.

The hearing was adjourned.

The Claim Allowed.

The case in which two motor-car agents, Messrs. Hardie and Lane, Ltd., of Woodstock-street, W., sued members of the Stop Committee of the Motor Trade Association, for damages for alleged misrepresentation and conspiracy, was later left to the jury by Mr. Justice Avory, in the King's Bench Division. The jury found in favour of Messrs. Hardie and Lane, and awarded £132 damages, the full amount of the claim.

Messrs. Hardie and Lane complained that the members of the Stop Committee had sent a spy to their shop in the guise of a purchaser, and had subsequently by misrepresentation imposed upon them a fine of £200.

Mr. Justice Avory directed the jury that if the defendants or any two of them conspired together to obtain money from the plaintiffs to which they had no legal claim, or to cause money to be paid to another person who had no legal claim to it, and the plaintiffs had suffered damage in consequence, then they were entitled to recover.

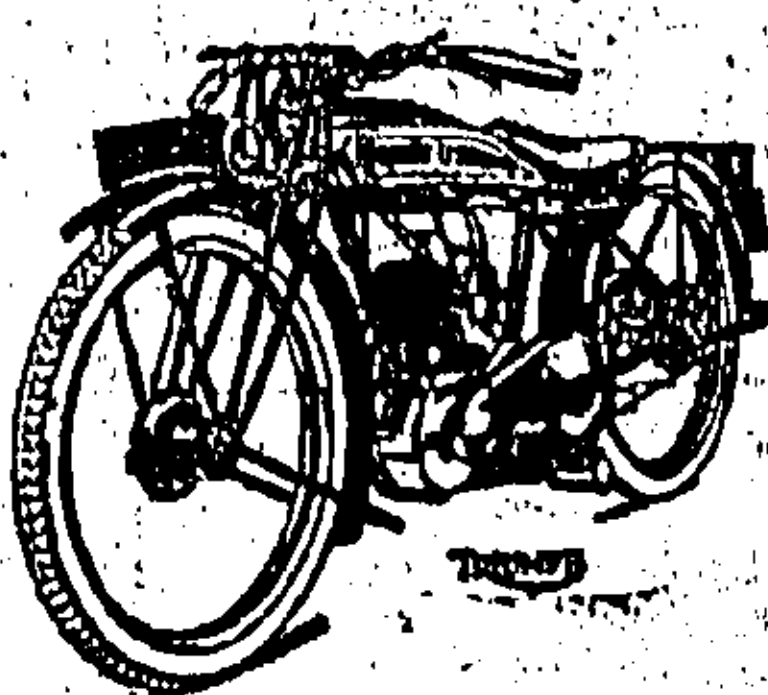
Apart from conspiracy, if the defendants, or any of them, had in fact obtained money from the plaintiffs to which they had no legal claim, or had caused money to be paid to another person who had no legal claim to it, by threats which would deprive a man of his voluntary power of action, then the plaintiffs were also entitled to damages.

A stay of execution was granted.

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all the latest and best
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FRANCIS AND BARNETT Cycles

From £36:0:0 up.

DOUGLAS E. W.

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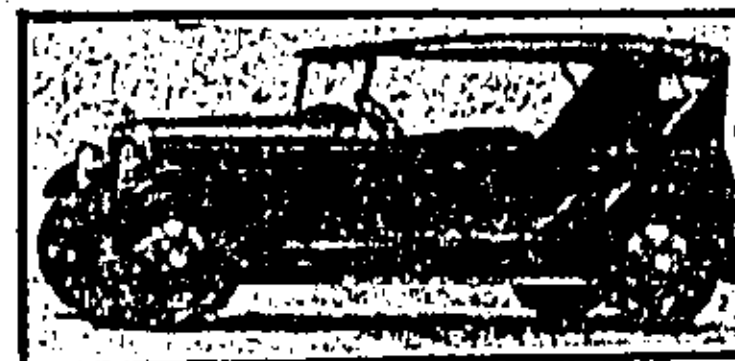
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Prices for other models on application.

Free rides to prospective buyers.

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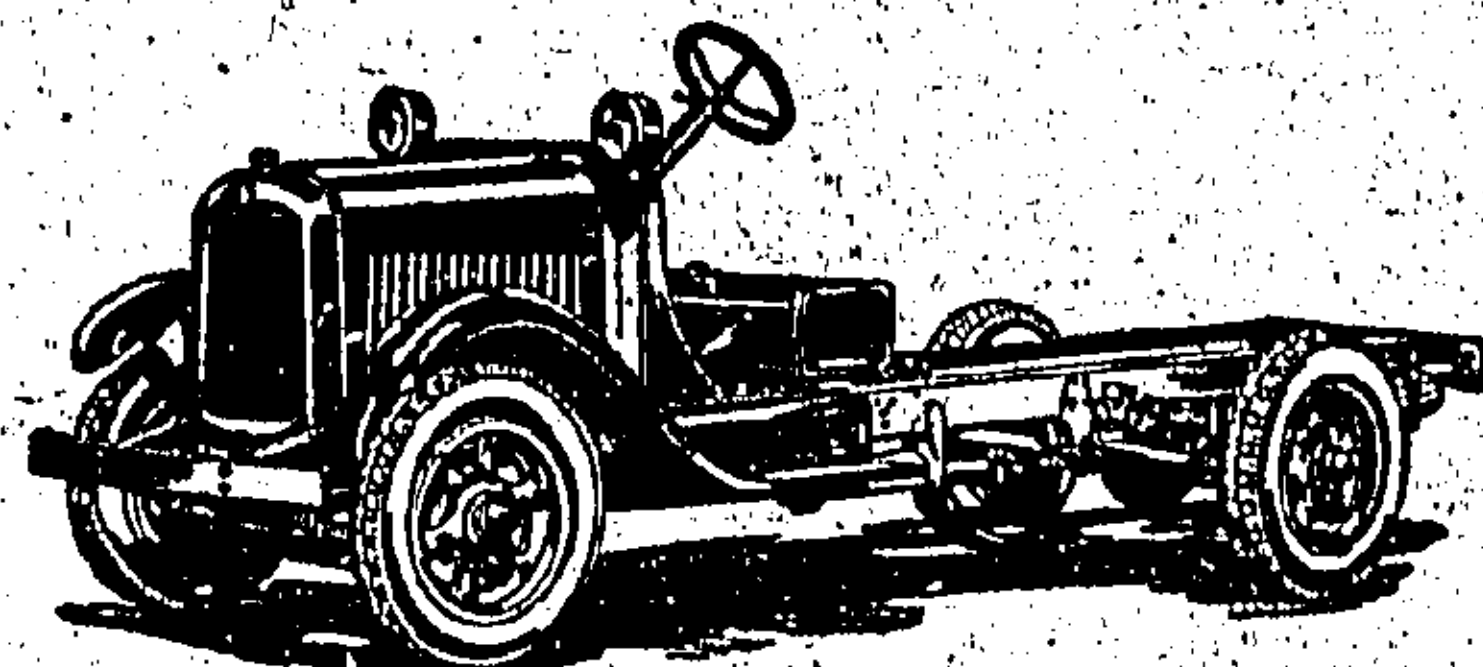
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This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:—

T-20—1-Ton—H.P. 23.44 R.A.C.

132-inch wheelbase G\$1,345

T-40—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G\$2,275

160-inch wheelbase 2,295

162-inch wheelbase 2,310

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G\$2,380

160-inch wheelbase 2,405

162-inch wheelbase 2,420

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

The Dragon Motor Car Co., Ltd.

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33, WONG NEI CHUNG ROAD. --- HAPPY VALLEY.

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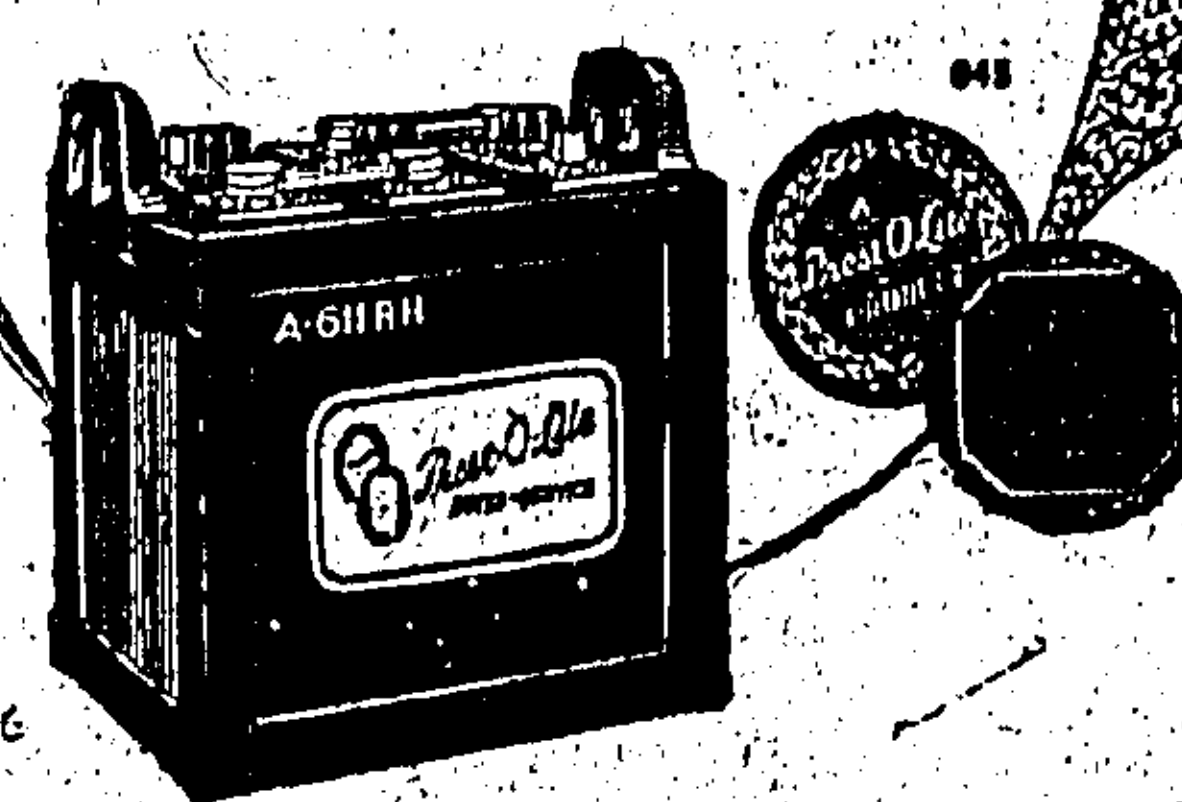
PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

The separators in this battery are made of especially selected and treated cedar— for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

HONG KONG HOTEL GARAGE.

Phone C. 4759.



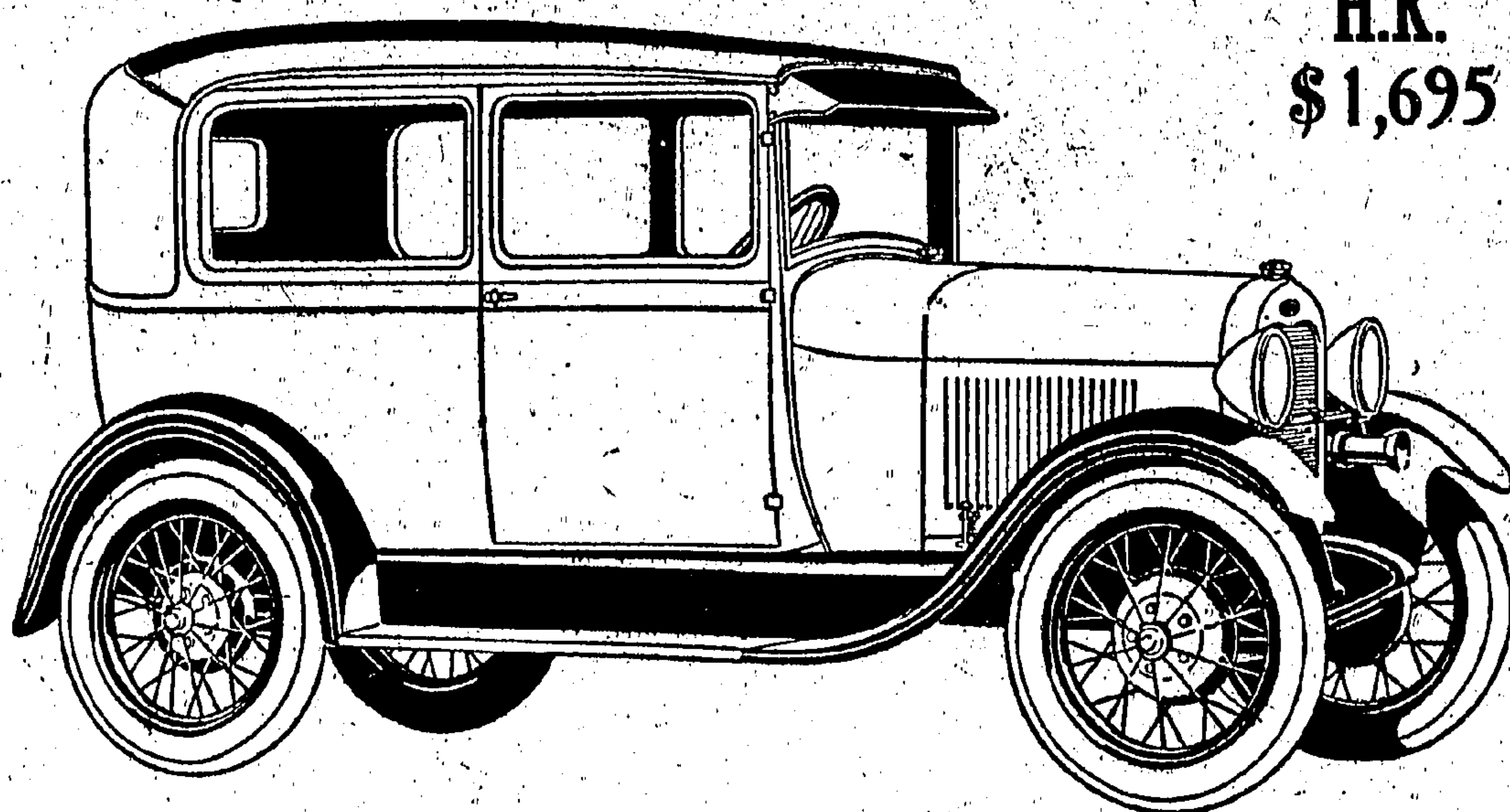
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H.K.
\$1,695

NEW FORD TUDOR SEDAN.

An example of the fine coachwork of the New Ford cars. New military-type sun visor, and crown roof. Narrow pillars and new door construction give unusual vision. Both front seats fold forward, giving easy access to rear seat. Ample space between seats. Your choice of four artistic color harmonies—an unusual feature in a low-price car.

NEW FORD PRICES ARE SURPRISINGLY LOW

You've had the opportunity of comparing the New Ford, mechanically, with all other cars in the light-car field. Now we invite your comparison as regards PRICE, as only then will you realise how literally true is Henry Ford's statement: "THERE IS NOTHING LIKE IT IN QUALITY, PERFORMANCE AND PRICE".

Automobile history is being made for the new Ford is not only new in appearance and performance... it is new in mechanical design. Many features of it are exclusive Ford developments. Some are wholly new in automobile practice. Its low price is a reflection of manufacturing improvements and economies that are as epoch-making as the car itself.

Nineteen years of experience in building 15,000,000 automobiles are behind the new Ford car and have counted in its making. Resources unmatched in the motor car industry are its heritage and its birthright.

The Ford policy of owning the source of raw materials, of making virtually every part, of doing business at a small profit per car, has cut many dollars off the price you would ordinarily have to pay for a car like this.

So we say to you—learn about this new Ford car—compare it with any other car in the light-car field for beauty of line—for comfort—for speed—for quick acceleration—for flexibility in traffic... for steadiness at all speeds... for power on the hills...

for economy and low cost of upkeep and for PRICE.

Then you will know why the new Ford car will be YOUR car.

NOTE THESE FEATURES.

Beautiful new low body lines

Choice of four colors

55 to 65 miles an hour

Remarkable acceleration

40 horse-power

Four-wheel brakes

Standard, selective gear shift

Hydraulic shock absorbers

20 to 30 miles per gallon of gasoline

Theft-proof coincidental lock

Typical Ford economy and reliability.

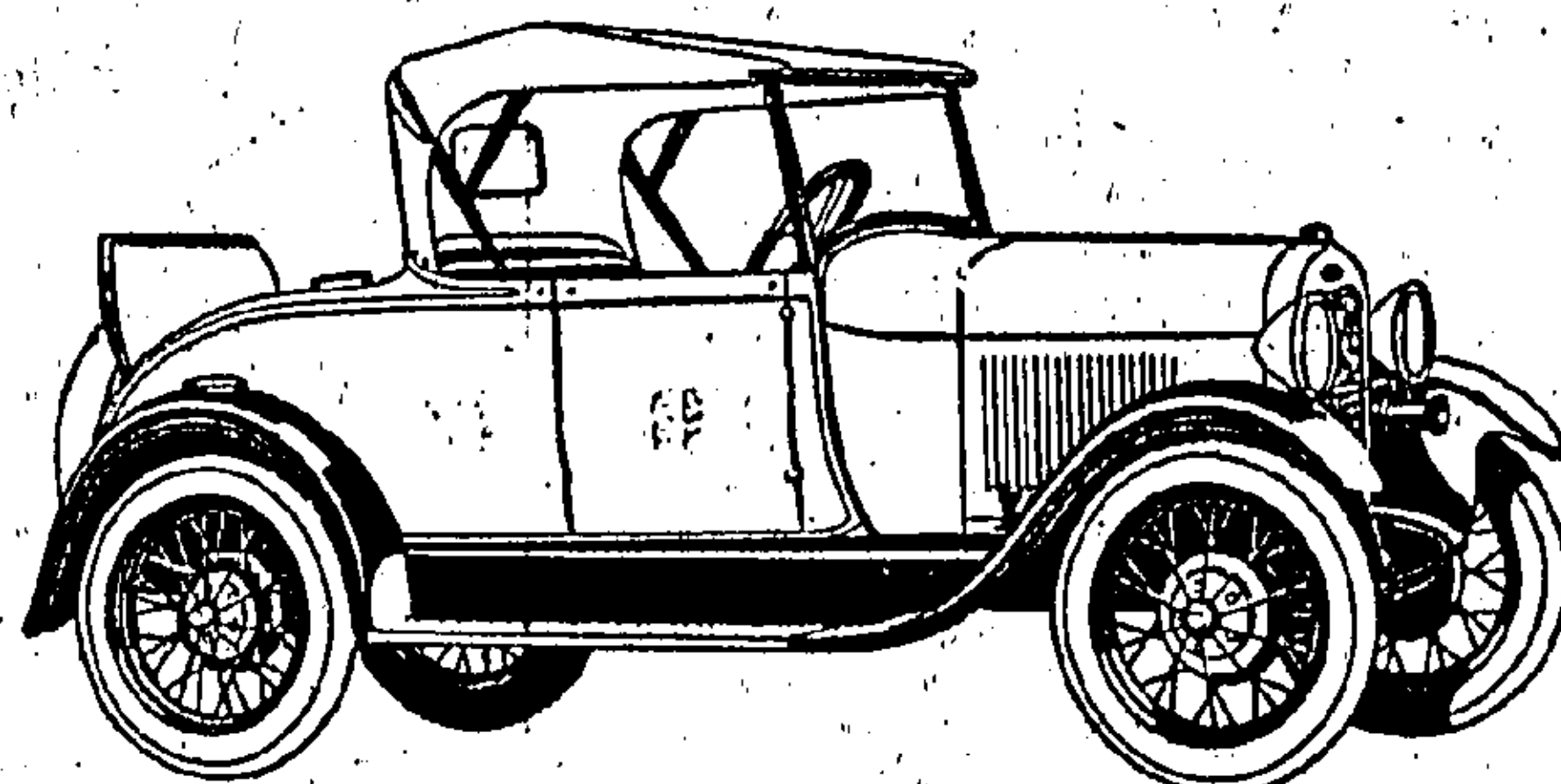
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Starter	Dashlight
Five steel-spoke wheels	Mirror
Windshield wiper	Rear and stop light
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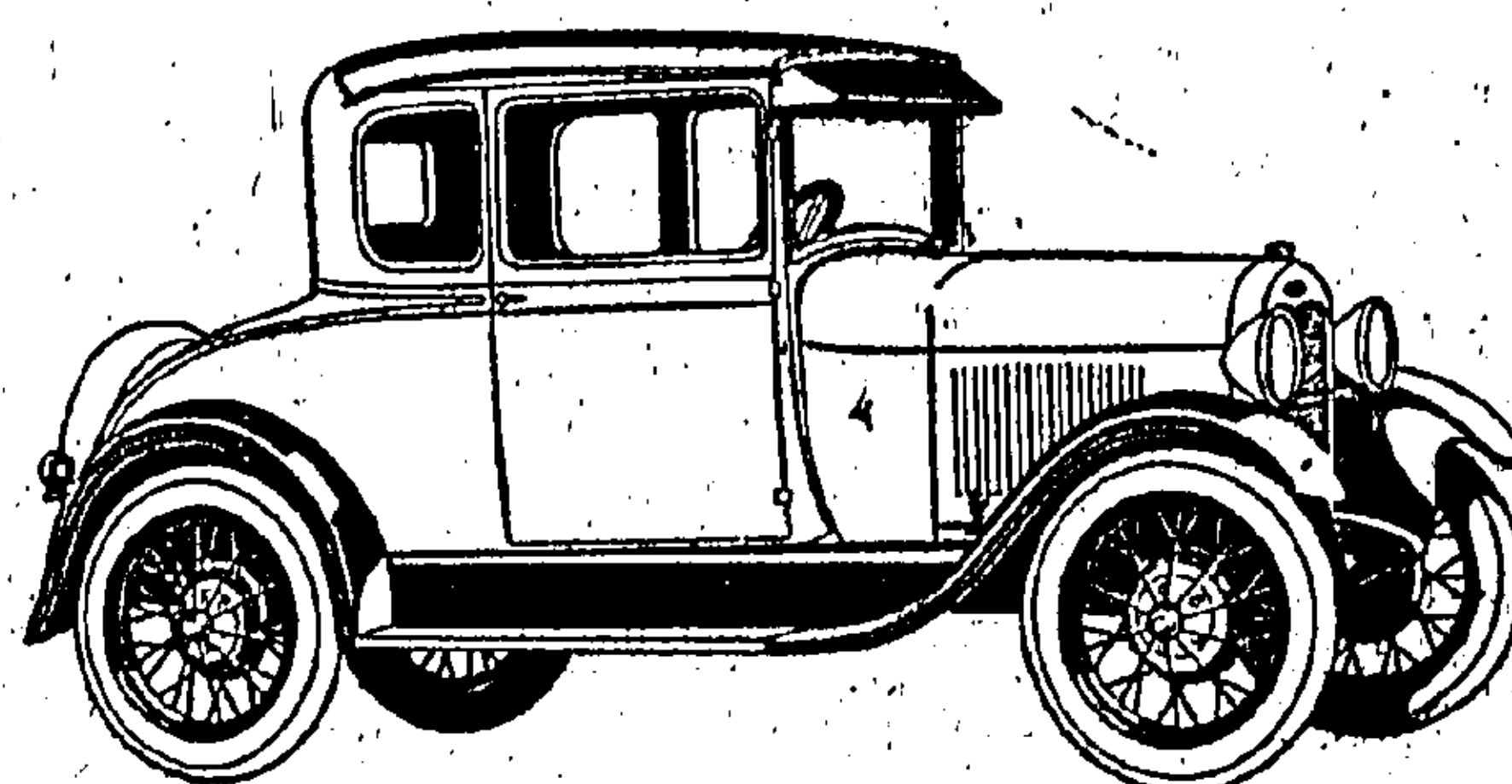
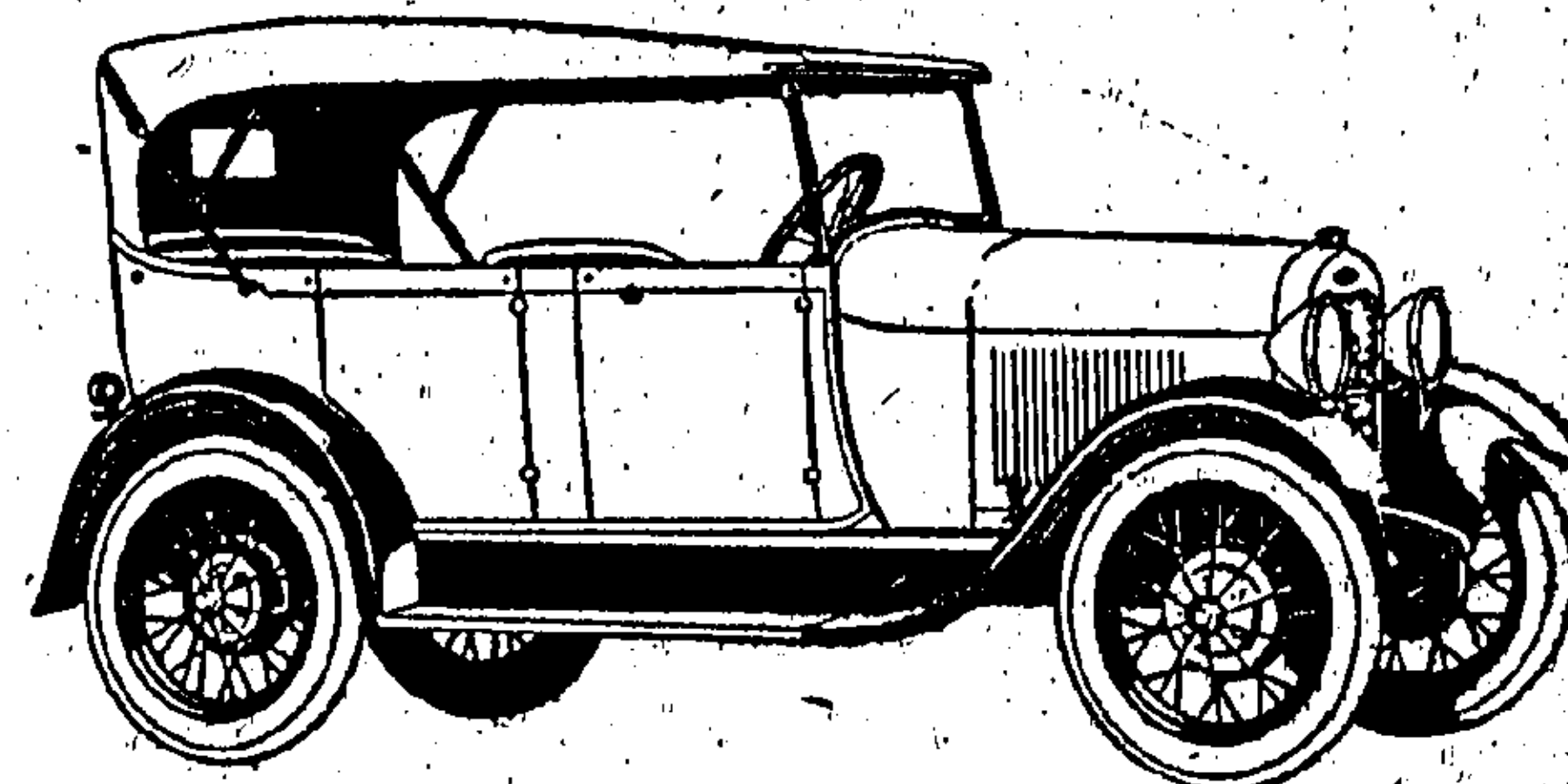
NEW FORD ROADSTER.

A long, low, chummy car. As fast as it looks. Wide doors. Deep cushions. Rich upholstery. Full-nickel hardware. Your choice of four beautiful color harmonies. Rumble seat optional at H.K. \$70.00 extra.

NEW FORD PHAETON.

Another long, low, roomy car. All four doors open forward. Curtains open and close with doors. Side curtains have unusually large windows. Your choice of four artistic colors.

H.K.
\$1,360



H.K.
\$1,695

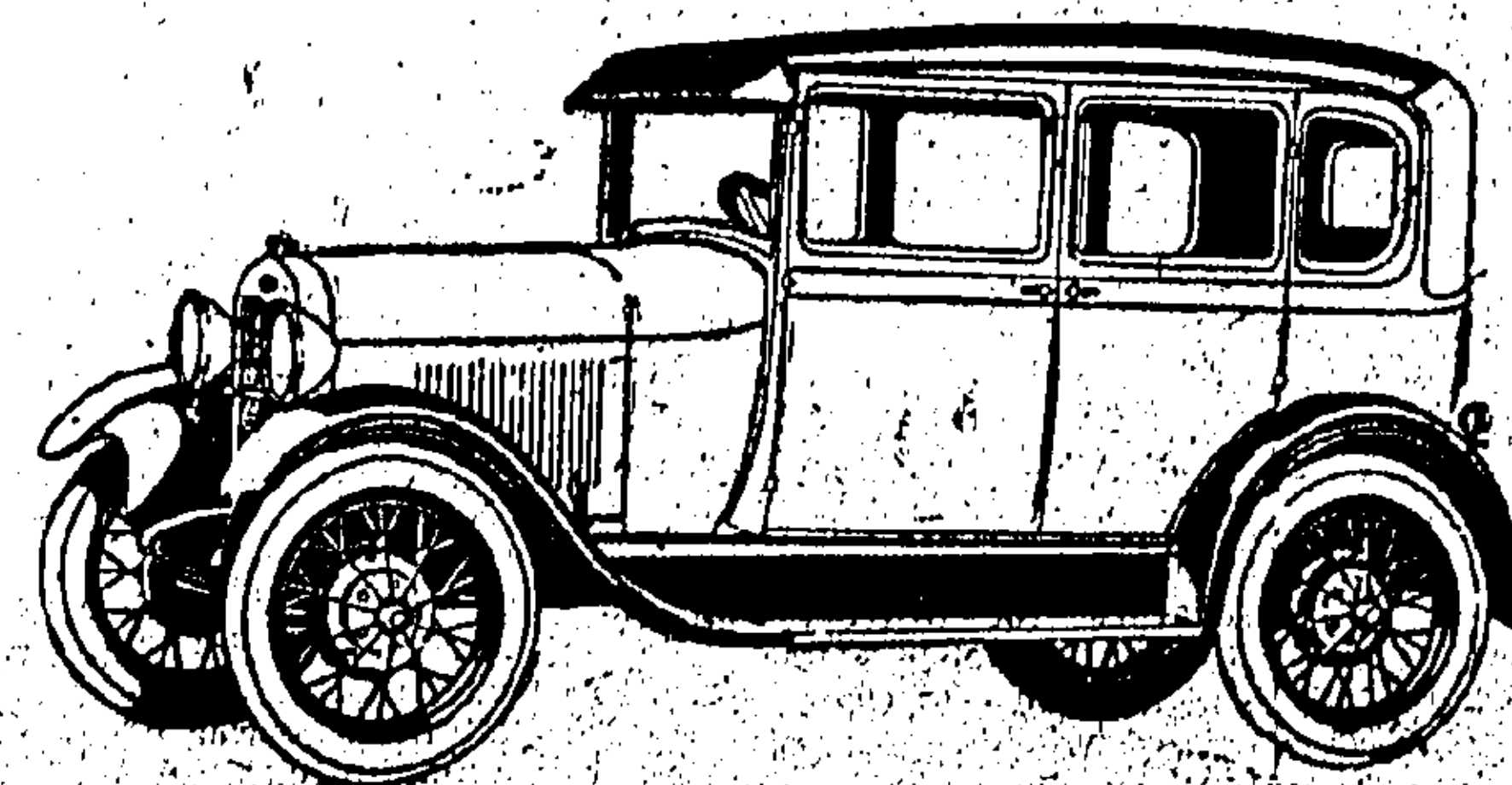
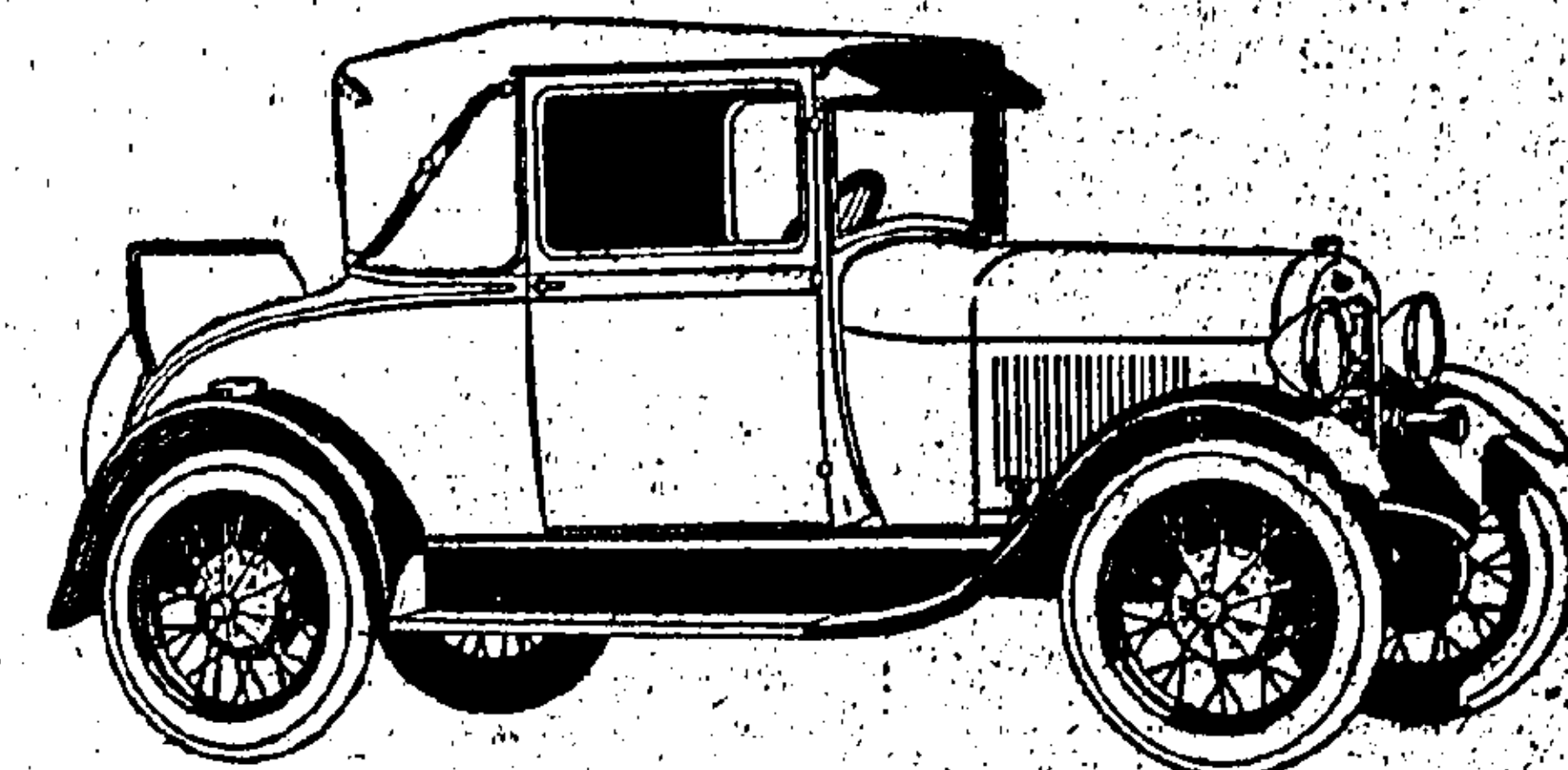
NEW FORD COUPE.

There is a bit of the European touch in the coachwork and contour of this new Ford Coupe. Handy package shelf in back of seat and unusually large waterproof luggage space in rear deck. Your choice of four beautiful colors.

NEW FORD SPORT COUPE.

Combines the alert smartness of the roadster and the advantages of a closed car. Rumble seat standard. Landau irons on rear quarter. Finish in four artistic color harmonies.

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\$1,795



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\$1,845

NEW FORDOR SEDAN.

A big roomy car. Wide seats. Generous leg-room front and rear. Four convenient doors. Unusually large windows. Rich upholstery and full-nickel hardware. Dome light. Your choice of four artistic colors.

WALLACE HARPER & CO., LTD.

745 NATHAN ROAD, MONGKOK, KOWLOON.

(Phone: K.566.)

The Very Idea!

A youth began work in a mine, and his first job consisted of driving one of the pit ponies. He got along very well till one day he came to a place where the roof was so low that the pony couldn't pass. Consequently he took a pick and began to back away part of the roof.

Immediately a foreman came on the scene and asked what he was doing. He explained that he was making a way for the pony to pass.

"Now that's a dangerous thing to do," said the foreman. "You might bring the whole roof down. What you ought to do is to cut away the floor."

"I've think a'm a fule?" retorted the lad; "it's the pony's head that'll no' gear through, no' its feet."

George Thompson, who long had the reputation of being the laziest man in the world, died at Lurgan, County Armagh, early in the year. George took to bed in early manhood and declined to leave it for thirty years until, indeed, his mother, who supported him, was forced to enter the workhouse, when he accompanied her. Authorities said that he couldn't leave there, but he stayed with them, anyway, until his death.

Mr. W. B. Luke (Willesden magistrate) in these days a "bram" is almost as necessary an adjunct to a family as a motor-car.

Mr. Bingley, the Marylebone magistrate (to a complaining wife): Don't rub it in. After all, you had the whole world to choose from and you choose this man for your husband, and he has turned out badly.

Judge Scully, at Bow County Court (to a theatrical agent): You theatrical people think you have a law unto yourselves.

"I did not know that the Army authorities could be hoodwinked into thinking that a boy of twelve was eighteen years of age," said Mr. Bingley, at Marylebone.

Member of Anti-Gambling League—"I will not say I never gambled. I once bought a ticket in a raffle for my wife."

Member of Audience—"So that's how you got her, is it?"

The wife of a Bavarian farmer-inkeeper has given birth to her 33rd child. All survive, and are healthy. Announcements of the birth say that the "bewildered father is going on well, and the delighted mother is doing nicely."

Motorists in America are now adorning the rear of their "autos" with metal plates, each bearing an inscription intended for the benefit of the fellow in the following car.

Some of these legends run thus—"If I stop, can YOU?" "If you must bump me, use your head," and "If you can read this you are too darn close."

When William John Rose, a lithographer's apprentice, aged 17, earning 21s. 6d. a week, was summoned at North London Police Court recently by his wife, Julia, of Culford Road, Islington, for a maintenance order, it was stated that the wife was also seventeen years old, and the parties were married last August. Rose was then earning 18s. 6d. a week.

The Court Missionary said the couple came to him in December, the wife saying that it was impossible to get work. He obtained a situation for her as a waitress, but she worked only one day. He thought the boy had done his best, as he had paid eight shillings and sixpence a week rent.

Mr. Snell (the Magistrate) to the wife—"I hear that you will not work, but I think you must do so. I shall order your husband to pay you one shilling a week, which is all he can afford until his earnings improve. You had better go back to your mother."

Brown—"Hullo, Jones, suppose a man marries his first wife's cousin's step-sister's aunt, what relation is he to her?"

Jones—"First wife's cousin's step-sister's aunt—or let me see. Oh, I don't know."

"He's her husband of course."

A farmer in the small commune of Auvergne has been arrested for non-payment of a fine, after having defied the police for four and a half days.

He barricaded his house and sniped at the police from a window.

He subsisted on nuts and water from a gutter till he collapsed from exhaustion and hunger.

SAFETY OF LIFE AT SEA.

NEW AUTOMATIC ALARM.

The Harbour Master of Hong-kong issues the following notification:

In the interests of safety of life at sea, the General Post Office, with the concurrence of the Board of Trade, has authorised the fitting on board ships registered in the United Kingdom of an approved automatic apparatus which will respond to a special signal called the alarm signal. This signal, used in conjunction with the distress signal (S.O.S.), will actuate the automatic apparatus which will summon an operator by means of a call-bell, and ships so fitted will in effect be able to maintain a constant watch at sea for distress purposes even although they may carry only one operator.

In view of the fact that certain ships which trade abroad and do not normally call at ports in the United Kingdom will be equipped with the auto-alarm device while abroad, and, as the installation of such apparatus permits in certain circumstances a reduction of the number of wireless operators or watchmen carried on board, the Board of Trade deem it necessary that when so equipped such ships should be inspected immediately in order to ensure that their requirements are being complied with.

In the circumstances, the Postmaster-General considers that it will suffice, in cases where a ship is newly equipped with an auto-alarm at a Colonial port, if verification of the fact can be obtained by a visit to the ship; for the ship's wireless operator to demonstrate to the visiting official by means of the tests described in Rule 14 of the Merchant Shipping (Wireless Telegraphy) Rules, 1927. Application should be made to the Harbour master for the inspection of auto-alarms fitted at this port, and any failure of the device should be reported to him for information of the Board of Trade and of the General Post Office.

CINEMA NOTES.

"7TH HEAVEN"—FINAL SHOWINGS.

To-day sees the final screenings of the big film at the Queen's Theatre, "7th Heaven," which has been drawing large houses since Sunday. This film is undoubtedly one of the most remarkable that has yet been shown in the Colony, and it should not be missed by anyone who takes any interest at all in the progress of the cinema art. The performance of the two stars, Janet Gaynor and Charles Farrell, climbing hopefully up the winding stairs to 7th Heaven, ranks with the finest achievements of the screen. Owing to the exceptional length of the film only three performances can be given, and these start promptly at 2.30, 6.00 and 9.15 p.m.

World Theatre.

Other pictures being shown for the last time to-day are "You Never Know Women," at the World Theatre, and "Hold That Lion," at the Star Theatre. "You Never Know Women" combines drama, romance, spectacle and gorgeousness, with a notable cast headed by Florence Vidor, Clive Brook and Lowell Sherman. The picture is distinctly unusual in that it introduces some really clever acts by famous vaudeville artists.

Star Theatre.

"Hold That Lion" presents Douglas MacLean as an impulsive youth, who has followed the girl he loves around the world in the hope of meeting her. He finally accomplishes his object in the jungles of Africa. Here he is forced to join a "cat" hunt unaware that "cat" is the big game hunter's term for lion. The incidents that follow are both laughable and exciting, ending in a thrilling climax.

A BAD CHARACTER.

UNEMPLOYED SEAMAN SENT TO GAOL.

Frederick Owen Richards, an unemployed British seaman, was sentenced by Major C. Willson, this morning, to one month's hard labour for absconding himself from the House of Detention in which he was being held before being sent out of the Colony.

Described by Sub-Inspector Elston, who prosecuted, as a bad character, defendant had been several times before the Court, and had once previously been sentenced to two weeks' hard labour for a similar offence.

The new British Minister in Sofia, Mr. Rowland Spering, has presented his credentials to King Boris and also the letters recalling his predecessor, Sir William Erskine.

DANGEROUS DRUG LEGISLATION.

NEW ORDINANCE FOR HONGKONG.

GIVING EFFECT TO GENEVA CONVENTION.

DRASTIC CHANGES.

A Bill is shortly to be introduced in the Legislative Council to enact the legislation required to give effect in Hongkong to the terms of the International Convention on dangerous drugs signed at Geneva on the 19th February, 1925. It is to be styled an Ordinance to amend the Dangerous Drugs Ordinance, 1923. The current issue of the Gazette contains a draft of the Bill and of the regulations thereunder.

The Prohibited Drugs.

The drugs to which the Ordinance will apply are morphine, cocaine (including synthetic cocaine), eugonine, diacetylmorphine (commonly known as diamorphine or heroin) and their respective salts, medicinal opium, and any extract or tincture of Indian hemp, and any preparation, admixture, extract or other substance containing any proportion of diacetylmorphine or containing not less than one-fifth per cent. of morphine or one-tenth per cent. of cocaine or eugonine.

In the course of lengthy Objects and Reasons, it is pointed out that the prohibitions are expressly extended to the cases where the other party to the transaction is not in the Colony.

It is also made an offence to deal with the drugs to which the Ordinance applies as well as to deal in them.

"Pretending to Deal."

Moreover, it is made an offence to pretend to deal in any of the drugs to which the Ordinance applies. This is intended to meet a possible defence that the accused had had no real intention of dealing in dangerous drugs but was only pretending to do so with some other object.

The prohibitions are expressly made to apply whether it is intended that the drug in question should be imported into the Colony or not.

Presumptive Evidence.

A further point to be noted is that Section 9 of the principal Ordinance is strengthened by clause 9 of the Bill in the following ways: The possession of the keys of any box, drawer or other receptacle containing a drug to which the Ordinance applies is made presumptive evidence of possession of the drug with guilty knowledge.

The possession of a baggage receipt or of any thing intended to serve the purpose of a baggage receipt is similarly made presumptive evidence of possession with guilty knowledge.

A new sub-section provides that the presumptions of Section 9 cannot be rebutted by proof that the accused never had physical possession of the drug in question.

H. M. the King has granted permission to Mr. John Palmer to wear the 4th Class of the Order of the Excellent Cross, which has been bestowed on him as a reward for philanthropic services in China. Mr. Palmer, who now is with Messrs. Jardine, Matheson & Co., was with the China Inland Mission in Ningpo for many years.

NO LONGER "P.C.M.O."

NEW TITLE FOR CHIEF MEDICAL OFFICER.

The Hongkong Government has in hand a scheme for the reorganisation of the Medical and Sanitary Departments of the Colony.

Arising out of this, it has been deemed expedient to change of name and style of the office heretofore known as that of the Principal Civil Medical Officer.

The new title, under an Ordinance to be introduced shortly, will be that of "Director of Medical and Sanitary Services."

RUBBER AND MINING SHARES.

LATEST QUOTATIONS AND DIVIDENDS.

Messrs. Caroll Bros. have been advised of the following quotations and dividends on rubber and mining shares:—

Quotations.

Allenby	\$1.00
Glenohy	1.80
Jimahs	1.70
Kedahs	3.20
Lunas	2.15
Malaka Emdas	1.50
Pajangs	1.50

Dividends.

Kampong Kamunting, 1/- per share.	
Kedahs, 5%.	
Larut Timfields, 6d. per share (Mkg. 12 1/2%).	
Parit Perak, 10% Final (Mkg. 30%).	
Rawang, 1/- per share.	
Tekka, Limited, 4 1/4% per share int.	

CANAL BANK BURSTS.

TORRENT OF WATER SWEEPS DOWN ON VILLAGE.

Great damage to property and crops and serious loss of live stock were caused in the low-lying agricultural district of Maghull, between Liverpool and Ormskirk, by the bursting of a bank of the Leeds and Liverpool canal recently.

The breach occurred at a point which had been dammed up during sewerage work. A wall of water 20 ft. deep was released, and the torrent surged forward, bearing with it many small boats, uprooting trees, and destroying crops.

A section of Maghull was flooded to a depth of nearly 6ft., and some people were rescued at considerable risk.

Roads and fields near Maghull Hall were covered to a depth of 6ft., and fish from the canal were deposited in the drawing-room of the Hall. Hundreds of fish were also swept into fields and on to the roads. A barge was carried to a brook 150 yards distant.

At Brook Farm two brothers stood waist deep in water lifting pigs into a place of safety. Four pigs were drowned. At another place a dog was rescued from a tree. One cottage was marooned for several hours.

Mr. Peter Porter, who was working on a pumping barge, had a narrow escape. Less than a minute before the burst occurred he left the barge to fetch some coal from the bank, from which point he saw that the dam had broken down.

It is not yet possible to form any estimate of the damage done, but Mr. Peter Rushton, of Woodend Farm, estimates the loss of his crops alone at more than £1,000.

RICE DAY IN ITALY.

AN "EAT-LESS MACARONI" CAMPAIGN.

Rice Day was celebrated to-day in Italy with the consumption of enormous quantities of risotto prepared in various manners—soups, pilaffs, sweets, and cakes. In all the hotels and restaurants one rice dish was obligatory on the menu, and even all the restaurant cars on the Italian trains are serving rice at both meals to-day. The committee for rice propaganda has sent samples of home-grown rice to the King and Signor Mussolini.

All kinemas are showing a rice propaganda film to-day. Posters are displayed on walls, and a distribution of advertisements is being made in trains, trams and buses. The Press is filled with articles discussing the vitamins, proteins, and calories contained respectively in rice, macaroni, and spaghetti.

The object of to-day's propaganda is to persuade Italians to eat home-grown rice instead of imported flour. Italy spends a billion lire (about £10,000,000,000) annually on imported grain, while she consumes much less rice than she produces, making it necessary to find export markets which are becoming harder to secure.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers for those who need them will be found on Page 16 of this issue.

1. What is the meaning of the Latin phrase, "De mortuis nil nisi bonum"?
2. Who was Mme. de Grignan?
3. Where does the quotation "One touch of nature makes the whole world kin" come from?
4. What English King was crowned King of France?
5. What is the correct French expression for a policeman?
6. Of whom is the statue in front of St. Paul's Cathedral?
7. What is claimed to be the longest non-stop railway journey in the world?
8. Does the Prime Minister receive a salary in respect of his office?
9. Who painted the famous picture "Derby Day" in the National Gallery?
10. Where did Mr. Pickwick have the romantic adventure with the middle-aged lady in yellow curls?
11. What is the meaning of the French term, "scrutin de liste"?
12. What is the difference between that and "scrutin d'arrondissement"?

Of whom and by whom was it said, "That nature might stand up and say to all the world, 'This was a man'?"

This Will Be the Funniest Record of the Year

TWO BLACK CROWS

THE MOST HUMOROUS RECORD IN FIVE YEARS!

Columbia RECORDS

THE WORLD'S FUNNIEST RECORD

A Little Nonsense Now and Then is Relished by the Wisest Men.

No. 4441—...Part 1 and 2.

THE ANDERSON MUSIC CO., LTD.

100, House Street. Telephone C. 1322.

HONGKONG REALTY & TRUST

Company, Limited.

HOUSE AND ESTATE AGENTS.

PROPERTY BROKERS.

TELEPHONE C. 4-10.

EXCHANGE BUILDING

Use PURICO

THE UNEXCELLED COOKING FAT

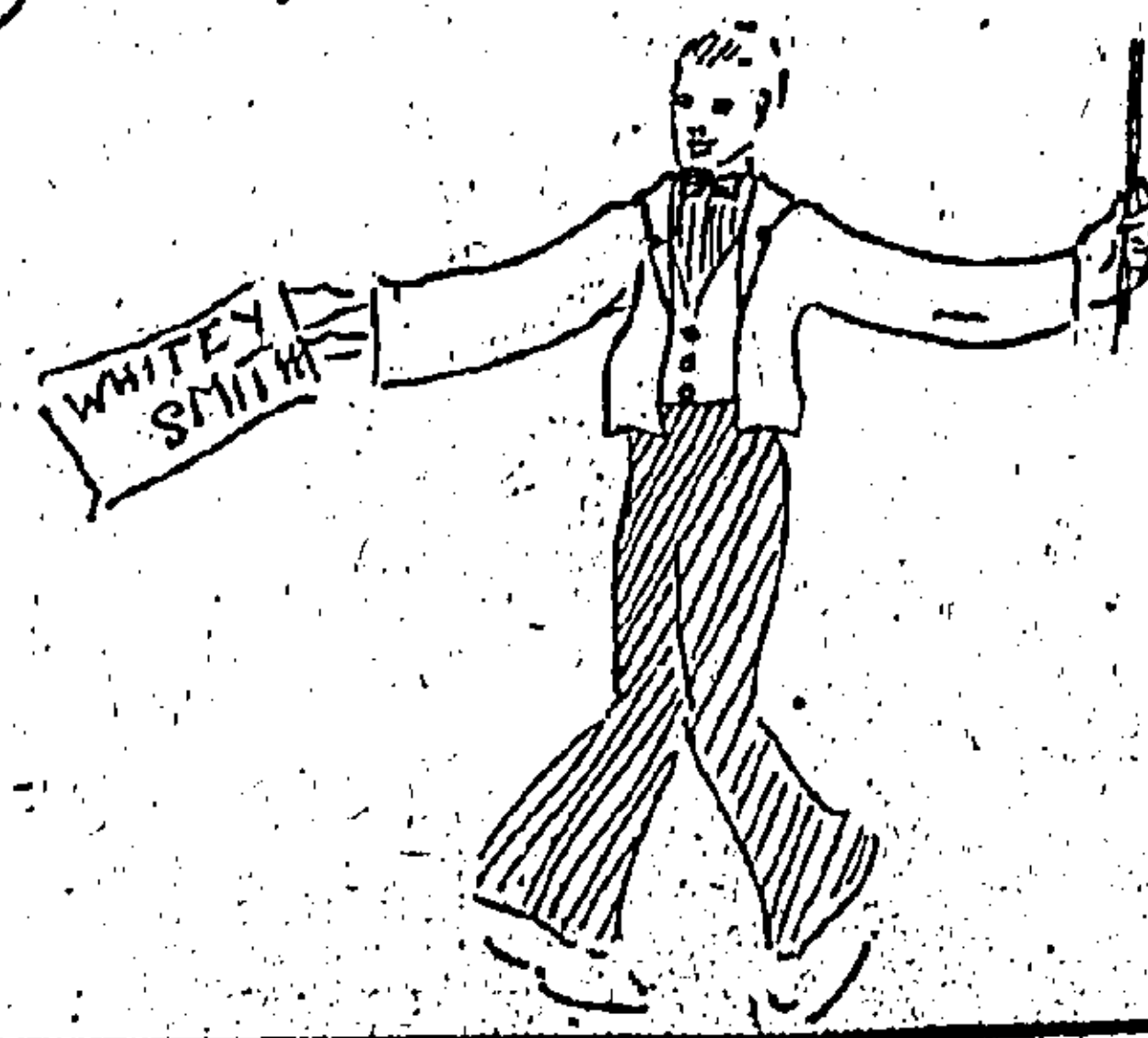
Obtainable at ALL GROCERS & STOREKEEPERS.

Agents:— KELLER, KERN & CO., LTD.
18, Connaught Road, Telephone C. 3120.

HONGKONG CHAFF.

By B. R. B.

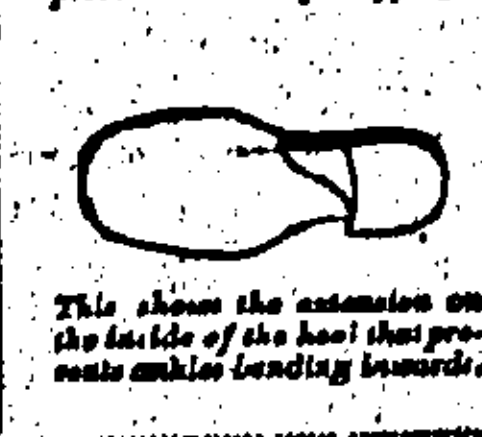
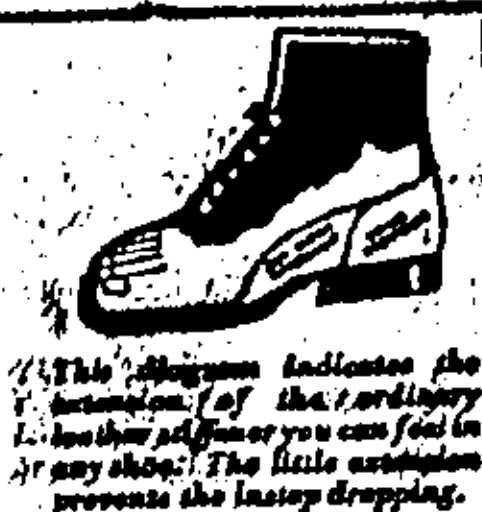
At Repulse Bay Hotel
They dine you well
And after that
My hat!!!



Start-Rite Boots and Shoes

will make your child's feet grow right. They prevent turned in ankle, fallen instep, and flat feet. They give the support all little feet need. If you wish your child to grow up with sturdy, neat ankles and arched insteps, you should call and see our stock of the famous Start-Rite Boots and Shoes for children. Let us explain to you the ingenious devices which keep the ankle straight and the instep arched till they are strong enough to stay that way without special support.

We can recommend Start-Rite Boots and Shoes also for their fine wearing quality, and they are not expensive.



New stocks have now arrived—May we send you a selection on approval!

Sole Agents:—

Wm. POWELL, Ltd.

EASTER EGGS



HAND PAINTED SILK EGGS.

Filled with Choice Chocolates.

\$3.50 to \$7.50

CHOCOLATE EGGS

from 20 cts. each.

UNFILLED SILK COVERED EGG

from \$2.00

Lane, Crawford, Ltd.

CONFECTIONERY DEPARTMENT.

NEW RECORDS

JUST ARRIVED

BRUNSWICK HOUSE

17, Ice House Street.

Best Brand in the Market.

NEW

AX-BEER

This beer makes you more Cheerful and Vigorous.

SOLE AGENTS:

MITSUI BUSSAN KAISHA, LTD.

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SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.PHONE:—CENTRAL No. 1116. { Wing Woo street
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TWO RECENT CATHEDRAL WEDDINGS.



The bridal party at the wedding, at St. John's Cathedral on Saturday last, of Mr. T. L. Christie and Miss Joan Mitchell. (Photo: Ming Yuen).



Group taken on the occasion of the wedding of Mr. J. N. Wong and Miss Winnie Chan at St. John's Cathedral last Saturday. (Photo: Ming Yuen).

CHARITY FOOTBALL.

ARMY MEETS HONGKONG NEXT SATURDAY.

Under the patronage of Mrs. C. C. Luard (wife of H.E. the General Officer Commanding), President of the Military Branch of the Ministering Children's League, a grand charity football match has been arranged to take place at Sookunpoo on Saturday, 31st March, kick-off 4.15 p.m.

From 3 p.m. onwards the Pipe Band of the 2nd Bn. Scots Guards (by kind permission of Lieutenant Colonel Sir Victor A. F. MacKenzie, Bt., D.S.O., M.V.O., and the Officers, 2nd Bn. Scots Guards) and the Band of 1st Bn. The Queen's Royal Regiment (by kind permission of Lieutenant Colonel R. G. Clarke, C.M.G., D.S.O., and the Officers, 1st Bn. The Queen's Royal Regiment) will play.

The ball to be used in this match has been kindly presented by Lane, Crawford, Ltd., and will be raffled at half-time. The price of the raffie tickets is 10 cents.

The match is between the Army and Hongkong and should prove to be a most exciting game. It is hoped it will be well patronised.

The following is the Army team: C. S. M. Anderson, 2/K.O.S.B.; Guardsman Hirst 2/Scots Guards, Pte. Martin, 2/K.O.S.B.; Guardsman Carswell, 2/Scots Guards, S/Sgt. Sims, R.A.M.C. (Captain), Sgt. Hill, 1st Bn. Queen's R. Regt.; Pte. Campbell, 2/K.O.S.B., Guardsman Aird, 2/Scots Guards, Sgt. Leach, R.A., Sgt. McGlinchey, 2/K.O.S.B., and Pte. Alexander, 2/K.O.S.B.

CLAIM FOR SWEDEN.

WORLD'S PUREST RACE.

An interesting work on the characteristics of the Swedish race has just been published by the Institute for Racial Biology in Uppsala, Sweden. For several years this institution has systematically examined and defined the racial characteristics of the Nordic race in Sweden under the direction of Professor Horman Landberg, an internationally well-known expert on eugenics.

The ultimate object is to create a basis for legislative and other measures to preserve and maintain the purity and the best characteristics of the race.

It embodies a combination of scientific researches in heredity, biology, medicine and anthropology, and no less than 47,387 men have been measured, photographed and investigated as regards native surroundings, ancestry, profession etc.

Historical researches have shown that Sweden has probably been inhabited by practically the same race for 15,000 years.

At present there exists no people of purer Nordic race than the Swedes with a very small admixture of foreign element.

As regards height the researches reveal that the Swedish race is growing taller. The average height of 21-years-old conscripts to military service in 1840 was about 165 centimeters, while the latest average height is 172.2 centimeters.

Another typically Nordic trait is the colour of the hair. The investigation shows that 72.7% were light-haired, 25.1% brown, 2% black-brown and only 0.2% black. 86.5% had light coloured eyes, blue or grey, and the rest were darkish or brown.

BANDITS RAID TRAIN.

CHICAGO LIVES UP TO REPUTATION.

HAUL OF £26,000.

New York, Feb. 23. On the same spot where robbers a year ago obtained 135,000 dollars (£27,000) consigned to meet factory pay-rolls, another masked band of seven men yesterday robbed the same train of 133,000 dollars (£26,000), which was being sent to the same consignees for the same purpose. The robbery was carried out in the same way in both cases.

The little station of St. Marins, in a suburb of Chicago, on the Grand Trunk Railroad, where the train ordinarily does not stop, was again chosen. But this time the bandits stopped the train by having a confederate among the passengers with a ticket for that station. He had hardly alighted when masked bandits, heavily armed, jumped aboard the train, and four of them entered the passenger coaches, shooting indiscriminately to terrorise the occupants, while two more gave their attention to the engine staff and mail car. The seventh man kept an automobile running behind the station until his confederates returned with the loot. He had also cut the telephone lines to prevent the spreading of the alarm.

After dynamiting their way into the mail car and overpowering two clerks, one of whom was knocked unconscious when he showed fight, the robbers quickly picked out two pouches containing money. One was a shipment of 63,000 dollars (£10,600) from the First National Bank of Chicago to the bank of Harvey, and the other 80,000 dollars (£16,000) from the Chicago Federal Reserve Bank to the First National Bank of Harvey.

The White Mask.

Having obtained the loot, the pair who entered the mail car returned to find the leader, who was marked from his confederates by a white mask in contrast to their black masks. He immediately whistled off his men, and they hurried to the motor-car and sped away, leaving observers confused as to whether they would return to Chicago or had turned southward towards the Dixie highway.

The whole proceeding took only twelve minutes, and after unsuccessfully attempting to give the alarm from St. Marins the train sped on to Harvey, where the news of the robbery was sent out. The money consignment was entirely covered by insurance.

"The Most Lawless."

Washington, Feb. 23. Commenting on the robbery of a Kansas City bank by a gang of men armed with machine-guns the Washington Post says that it is "further evidence of the fact that America stands today the most lawless nation on earth. It was a sorry day for this country when the churches decided to go in for politics instead of religion."

The Westminster Glee Singers, consisting of six boys and ten men selected from the cathedral choir of St. Paul's, Westminster Abbey, St. George's (Windsor), and Southwark, left Liverpool for New York to give recitals in America.

12 WEEKS VIGIL ENDED.

RESCUE SHIP TWICE BEATEN BACK.

Oban, Feb. 22.

The tender Hesperus, which left here last week in the teeth of the fiercest gale encountered on the West Coast of Scotland this winter, has successfully brought to an end the 12 weeks' lonely vigil of the brave lighthouse-keepers on Skerryvore, Dhu Heartach, and Hyskier. Theirs was an experience similar to that of the keepers of the Longships Lighthouse reported in the Morning Post on February 20. It was the worst ordeal experienced for over 25 years.

Twice recently Captain Budge and his crew of the Hesperus had been defeated by hurricanes in their brave efforts to relieve the lighthouse-keepers. The first lighthouse successfully to be relieved was Hyskier, just off the Island of Canna, and exposed to the full force of the Atlantic gales. Captain Budge, with daring courage, launched the small boat, and the relief men were put on to the rock, and the "marooned" taken off.

The storm was now menacing the Hesperus so seriously that she had to run for shelter in the Sound of Iona, 16 miles away. Here a safe anchorage was found till Sunday morning. In the meantime the relieved men had thrilling stories to tell of their plight. Their tobacco supply had failed them nearly a week before, and they were seriously contemplating smoking tea, as a substitute. They had been able to keep in touch with the Island of Canna "Radio" base, but at times it was completely blurred by dense spray. The hurricane, they said, made speaking almost impossible, and they had to roar into each other's ears. Their health was good.

Anxious Watch.

The Hesperus sailed out early on Sunday to make another attempt to relieve those marooned on Skerryvore, which is fully 16 miles out west of the Island of Iona. Huge waves and big clouds of spindrift shot across their path as they neared the lighthouse. The men on the lighthouse stood anxiously watching the approach of the Hesperus. Captain Budge manoeuvred his ship, launched a boat, and the relief was quickly made. The principal lighthouse-keeper, Mr. McEachran, with Mr. Anderson, his assistant, were taken aboard, and the ship quickly got under way again and made for Dhu Heartach, which stands out further in the Atlantic. Again the relief was carried out, and the Hesperus made full steam for the shore station at Errard, in the Ross of Mull, where are the headquarters of the lighthouse keepers. Here they will have complete rest for a long period.

The men state that they sent up signals on many occasions, but owing to the spray and the huge waves the lighthouse tower was entirely enveloped. They could only open their doors at the risk of being blown away. They lived on tinned foodstuffs and hard biscuits. Their wireless sets helped to pass the weary hours.

The keepers speak in the highest praise of Captain Budge and his crew.

During a period of the hurricane dozens of seals were to be seen lying helpless on the rocks round the tower. They were exhausted by the storms. Each night the keepers watched for semaphore signals from the islands, and were glad of the messages from home telling them all was well. The marooned men received the latest football results and also the wireless message of the pit accident last week.

UNEMPLOYMENT IN AMERICA.

DEMOCRATIC GOVERNOR'S MOVE.

Washington, Feb. 20.

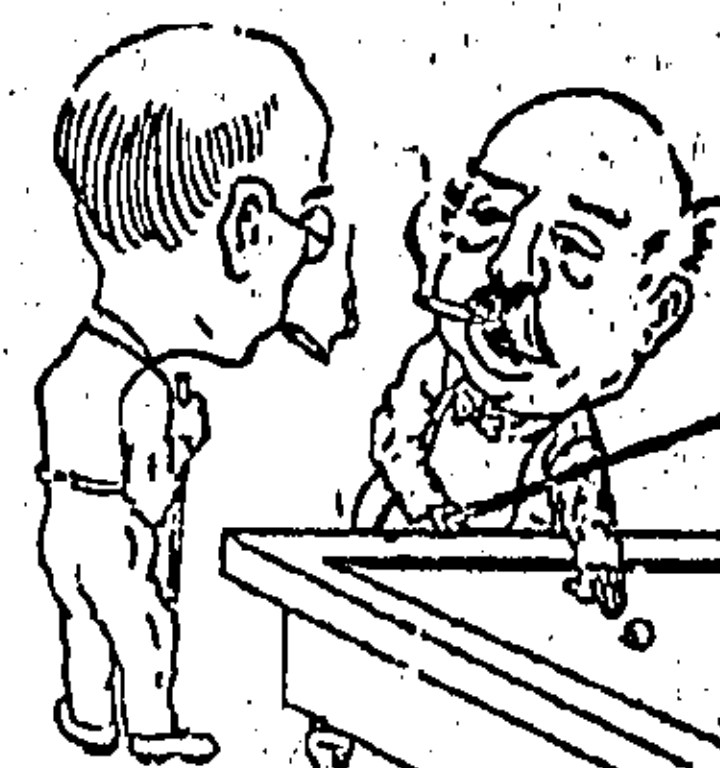
Governor Smith, of New York, a Democratic candidate for the Presidency, has made public the report on unemployment submitted to him by the State Industrial Commissioner, Mr. Hamilton, and has transmitted copies to the Mayors of all cities throughout the State.

Commissioner Hamilton, who made the survey with the assistance of the Welfare Council of New York City, representing about 1,200 welfare agencies, and used State agencies to ascertain conditions, outside of New York City, says: "In the beginning it may be pointed out that evidence at hand indicates that an extensive amount of unemployment and serious distress has been caused."

Basing his judgment on reports received from 1,650 manufacturers who employ 500,000 workers, the Commissioner says the index of employment last December was below that of December, 1921, and in January of the present year there was a further drop of 2 per cent. Labour agencies in New York City tell him, the Commissioner says, that so many men are looking for jobs that they will take work at any wages.

No recommendations to relieve the situation are made by the Com-

missioner, but Governor Smith, in making the report public, urges that all public works undertaken by the State be speeded up in an effort to relieve existing distress. The New York Herald-Tribune, Republican, says that Republican members of the Legislature characterise the Hamilton report "as a political move, exaggerating unemployment conditions," and declines to accept the report as conclusive.

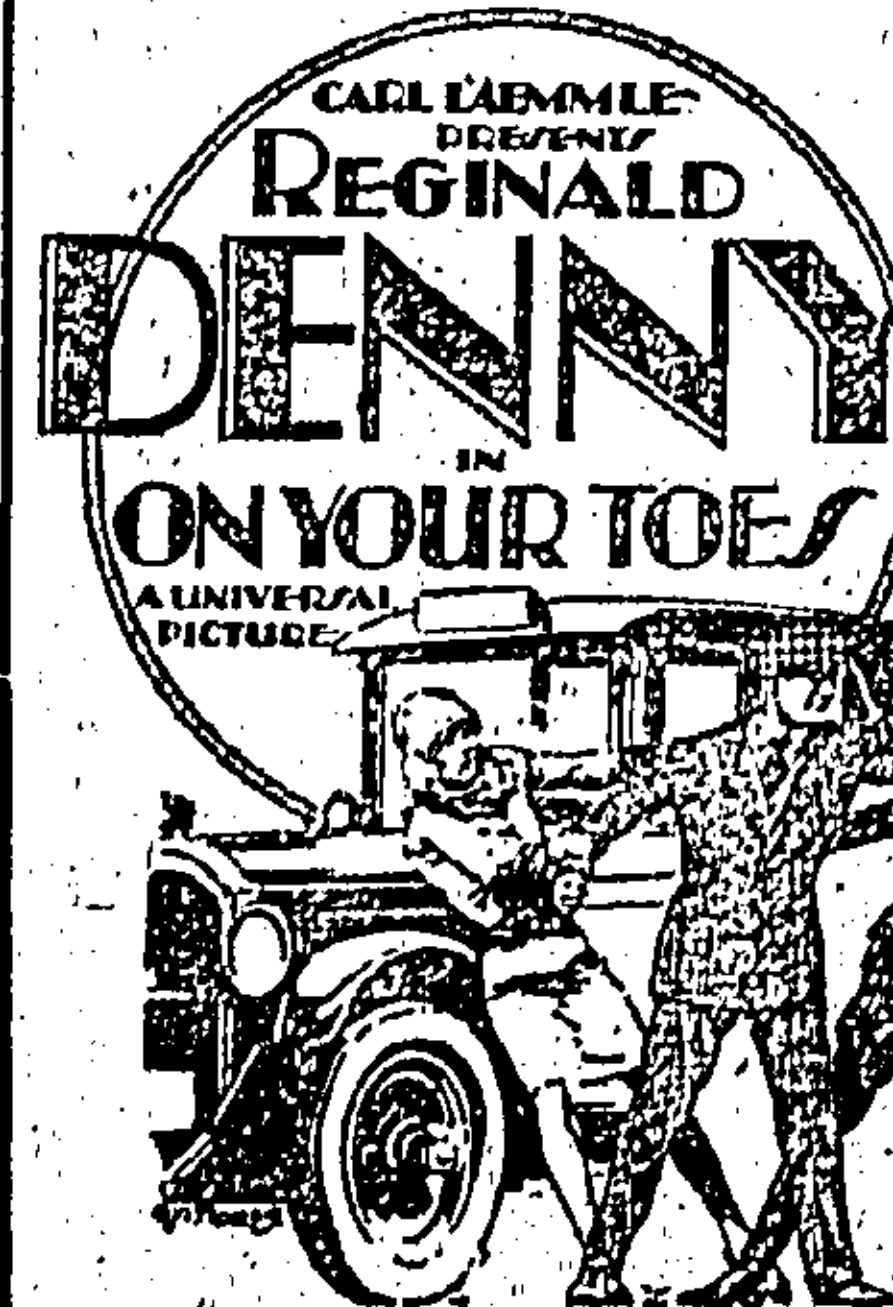


DO YOU PLAY BILLIARDS?

If so it will help you keep in good form to the a little dose of Pinkettes occasionally, thus ensuring freedom from those attacks of liver and intestinal derangement which "put one off one's stroke" at times. Pinkettes, laxative perfection, are obtainable from chemists, or post free at 60 cents the vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

HERE HE IS AGAIN!

The handsome, dashing hero of "Out all Night" and many other delightful films in his latest comedy!—



With BARBARA WORTH MARY CARR and MANY FAMOUS ATHLETES.

Laughter, thrills and love in the comedy of a dancing master who didn't know his father had been world champion but eventually found himself in the ring fighting to win the girl of his heart!

COMING TO THE QUEEN'S TUESDAY & WEDNESDAY Usual Times & Prices.

GET IT AT THE
QUEEN'S DISPENSARYFresh stocks constantly arriving.
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WORLD

ELITE STYLES

DAINTY HATS
LOVELY HAND-BAGS
NOVEL FANCY GOODS

A. P. C. Building

TWO PRETTY EVENING JUMPERS.



On the left is one in beige crepe de chine with a graceful lace collar draping the shoulders; on the right is a very desirable model in shaded blue crepe de chine showing graduated tucks from shoulder to hem.

SPRING FASHIONS.

SCARVES AND IMPORTANT DETAILS.

Scarves play an important part in spring fashions. In many cases the scarf is the most prominent and interesting feature of any given model, and in the case of sports clothes a brightly coloured scarf is frequently the means by which the designer introduces a gay colour note into an otherwise more or less somber outfit.

Shapes vary and so, too, do the ways in which the scarves are adjusted.

Some are long, cut on the cross and finished with pointed ends of plain material in contrast to the main body, which may be of printed or striped silk. Other scarves again are handkerchief-shaped, others short and narrow. In the case of evening gowns scarf draperies are long enough to be wound about the shoulders of the wearer, leaving a long end to form a floating panel either at the back or in front, as the designer pleases. Now and again one finds a scarf so long that after encircling the neck the ends form twin tails at the back, all of which goes to show that a scarf has other duties to fulfill than that of being a simple protection for the neck.

Opportunities for Variation.

The fashion affords a woman endless opportunities for varying the appearance of her toilette. It has, however, its dangers. For whereas the clever woman gifted with a dress sense can make the scarf a decorative and chic addition to the gown with which it is worn, in the hands of a less ingenious owner it may set the final seal of dowdiness on a not too well chosen scheme of dress.

Jewellery is still an important factor in fashionable schemes. Evening as well as day gowns are finished with a long brooch or an ornament consisting of slides, or links joined, or it may be by squares of cornelian, or jade, or onyx. Wide bracelets are worn, and there is still no hint that sham jewellery—the more sham it looks the better—is in anything but good taste.

Belts repeating one colour in a dress scheme are worn with jumper suits. Some of these belts are fairly wide, others no more than half an inch or less in width.

Among the handbags some of the most attractive are for the evening, and instead of the ordinary rigid frame one finds mounts made in sections to form a square when open, an arrangement that greatly facilitates the business of extracting powder-puff or lipstick. Watches appear in unexpected places. Sometimes on the handle of the modish dumpy umbrella, sometimes in the form of an exquisitely jewelled trifle set into the side of a cigarette-case.

MARRIAGE AS A CULT.

THE TRAINING OF HUSBANDS.

[BY MRS. HORACE TREMLETT.]

From America comes the glad news that at last marriage is to be put on a more scientific footing.

The subject which has perplexed, and usually defeated, the world's greatest thinkers is to be brought into line with Big Business; its details scheduled and tabulated, and a training system inaugurated to ensure efficiency on the other side of the altar.

Not only will the adolescent of both sexes receive proper instruction at the right time, but the good work is to be started in the nursery by the mother, who will teach her little potential husbands and wives the first rudiments of married life and lay the foundations of domestic harmony.

Declining in Favour.

Matrimony is so steadily declining in public opinion that any scheme to improve its status must surely find support. But while the advantages of this one are clear, so, unfortunately, are the difficulties.

How, for instance, can a mother, having trained her son into her own ideal of a strong, silent man, be sure that he will not choose a girl who prefers them weak and noisy? Supposing that he has been brought up to fetch and carry nicely, to wipe his boots on the mat, and pay his bills, who shall say he will not marry a maiden who one day from sheer boredom will give him a dose of arsenic?

It is precarious work, this training of husbands. A man may be a model of virtue all day, yet blight his married happiness by snoring all night. Or, indeed, vice versa.

And even the most ardent mother has her limitations; she can perhaps build up her son's moral character, but she can do nothing about his face. He may be a heart's delight, but if he looks like a gargoyle he is handicapped from the start.

Worth a Trial.

However, in spite of its defects, the scheme is certainly worth a trial. Few little girls will need more than the wise direction of their natural tendencies, but a small boy should be provided almost from birth with a suitable doll wife to implant a sense of responsibility and curb his well-known propensities for mischief.

In this way he would learn to know the type of woman he really liked best; which is what few men do until it is too late. In choosing a wife he would have many years of

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Feb. 9. Boudoir caps are no longer the useless, fluffy, becoming things they were, because their function is now to protect the shingle, and at the same time combine beauty and usefulness. No ingenious woman ever pays the fabulous sums asked in the shops for these trifles of lace and ribbon—either for herself or for presents—and so Madeleine has sketched two designs for you, which you can easily accomplish yourself. The top one, like a light-fitting bathing cap, is composed of three-eighths of a yard of thirty-six inch crepe de chine and a quarter of a yard of five inch lace. You can see the line of the lace and into that is drawn the crepe de chine. The other cap, although looking more elaborate, is probably easier of execution, provided you get your shape right, because it is merely row after row of lace frills which can be bought quite inexpensively by the yard. Ribbon flowers or fruit, or plain ribbon bows at the side complete the scheme, and you will find you have a very smart little cap, and an easily washable one at that, for a few shillings. If you don't fancy spending the night with a strap under your chin—and I'm perfectly sure I shouldn't—you can tighten the cap accordingly and you will find that it remains in position, especially if a little elastic is used.

It That So?

This week our artist has drawn Miss Hermione Baddeley, a young actress of great promise and considerable performance. She came to London, I believe, with something called "The Arts League of Service," which sounds high-brow enough to put the most ardent playgoer off. However, Hermione Baddeley was noticed by the managers, and the type of her work may be gauged from the fact that, in the absence of Miss Edna Best through illness, she



Vanly Street.

I hope you will like this practical and smart little jumper, fashioned in ivory crepe de chine on very tailored lines and having a coloured embroidered initial in front to give distinction. It is always regarded Stephanie as our jumper expert, because she turns up with so many different styles of a garment which, on the face of it, does not seem to lend itself to variety. Nevertheless, Stephanie digs them out and copies them for our delight. She tells me that the pouch under the arm, coming into a plain band round the hips has a very slenderising effect, because it gives width above to a not-so-thin figure, but narrows, as you can see, round the hips, thus disposing of any tendency to bulge.

I understand that they are making a great feature of British silk and artificial silk articles at the forthcoming British Industries Fair to be held at London and Birmingham during this month. It seems that since the imposi-

tion of a tax on imported silk, the manufacturers in this country have made great progress, so much so that even American buyers, representing Fifth Avenue New York shops, will not disdain to be present and give some of our silk goods—particularly handbags, which in the old days we used to get from the Continent—what they would call a "once-over."

Things Political.

With the opening of Parliament this week, our interest in things political will revive, and as this is the Session in which it is anticipated that votes will be given

VICTORIAN FROCKS.

ADVANCED SPRING FASHIONS.

Nineteenth Century styles might have inspired some of the delightful Spring model gowns displayed at a London show recently. They were Victorian frocks, however, shorn of much of their formality and stiffness, and gaining thereby in charm.

A sleeveless evening robe of flowered taffeta was made with a severely plain corset, while quantities of the fabric artistically bunched from the waist at the back, covered the entire skirt. A demure little wrap completed this toilette.

It fell to the waist at the back cape-wise—black velvet edged with fine black lace; the front consisted of a dainty wisp of the lace wound round the throat and caught with a buckle. Another evening frock that suggested Victorian days was a dress of Romney blue faille. A wide sash tied in a huge bow at the back, trailed its long ends upon the floor.

Skirts covered the knees once more. Little more could be said of their added length. Wavy draperies of georgette floated from shoulders and skirts; tiered skirts, too, figured on many a gown.

Gleaming embroideries of palladium, diamonds, and beads enriched many evening robes. One lovely gown of golden anser had a corsage of pamine velvet and a skirt of gold tissue. Exquisite embroideries of amber-coloured beads and pearls covered the dress, while a coat almighty fashioned, which completed the ensemble, had a collar of amber-berryed for.



Two becoming boudoir-shingle caps which can be manufactured by the ingenious woman at small cost.

Lamp Shades.

The effect of parchment is produced by rubbing two coats of linseed oil on the unpainted inside of ordinary water-colour paper. This gives a clear and transparent finish to painted shades.



A smart little jumper, ideal for wear with a tailor-made, and having a coloured, embroidered initial in front to give distinction.

OUR PICTURES.

FOLLOWING THE CRITICS.

When Mr. Bertram Nicholls, speaking at the opening of the spring exhibition at the Manchester Academy of Fine Arts, said that he wished that people would be more adventurous and buy pictures because they liked them, even though they had not yet been trumpeted by the critics, he was putting into words what thousands of individuals who are not artists have felt acutely.

For the tendency of the crowd to follow where others lead is noticeable in everything from fashions to fiction.

It is, after all, a very safe thing to follow a good leader, and in matters where the individual is ignorant of the merits of that which is to be chosen, the only way of saving oneself from future disappointment and disillusion is, when it is a question of purchasing, to take the advice of a reliable critic.

In buying pictures one cannot help thinking that the advice of the expert or the safeguard of a well-

THIS WEEK'S RECIPE.

LEMON RICE CAKE.

Beat 4oz. of butter and 4oz. of caster sugar to a cream, add two eggs one by one, beating each in well. Sieve 4oz. each of flour and ground rice with a pinch of salt and a half-teaspoonful of baking powder, and stir them lightly to the mixture, adding a very little milk if the dough be too stiff. Stir in the grated rind of half a lemon and 4oz. of cleaned sultanas. Put into a greased tin lined with greased paper, place this on a baking tin, and bake in a moderate oven from one to 1½ hours, or until firm when pressed.

The oven should be hot when the cake is put in, the heat being lowered after the first 15 or 20 minutes.

known name is more often necessary than one might imagine.

People may buy and read ridiculous, vulgar, or merely dull books, and their friends never be aware of the fact, but bad pictures on the walls of a room give lasting proof of the owner's lack of culture.

A SMART JUMPER SUIT.



This jumper frock takes the form of a short, cardigan-like coat of grey stockinette with interwoven, graduated stripes in variety of shades, and a skirt of plain grey stockinette en suite with the belt and bindings of the coat.

SELF-CONFIDENCE.

SOME SECRETS OF POPULARITY.

Armed with a little self-confidence, a sincere interest in others, and an agreeable manner, any girl can put unhappiness to rout. We live in an age where we are taken pretty much at the value we set on ourselves. If we are willing to admit for a moment that no one cares about us, that we are unnecessary to anyone's happiness, the bald fact must be faced that it is so.

A certain amount of assurance you must have. You cannot feel you are unpopular and that you are going to remain unpopular always, without having others sense the depression also.

Instead of envying the favourites of your group, look at the girls who have no more native charm than you have, who dance no better than you, and tell yourself, if they can get invitations, so can you, or you are going to know the reason why.

Put a little spirit into this campaign. There is nothing wrong with the way you lonely ones dress, nor the way you look, but it is the spirit with which you meet people, and more especially men, that counts against you. You have no faith in yourselves, and only you can cultivate that.

Of course, if you have a disagreeable manner, a formidable one, a curt way of addressing people, these things count against you, but usually, the lonely ones are more afflicted with an inferiority complex than with any other ailment, and that simply goes to show where in this world, and the good work you would do to a good, wholehearted appreciation of your own

A NEW NOTE.

"SNAKY" FASHIONS.

The latest vagary of the woman of fashion finds expression in a snake buttonhole to replace the stereotyped posy of flowers. It is a mode which demands attention even if it cannot be called pretty.

A girl in a new spring dress of green repp, with a fold of material twisted scarfwise round her neck had a scarf held in position on her left shoulder by one of these snakes of fashion. It was a spotted snake made from some softly padded material, and looked very realistic as it was coiled on the shoulder of the dress.

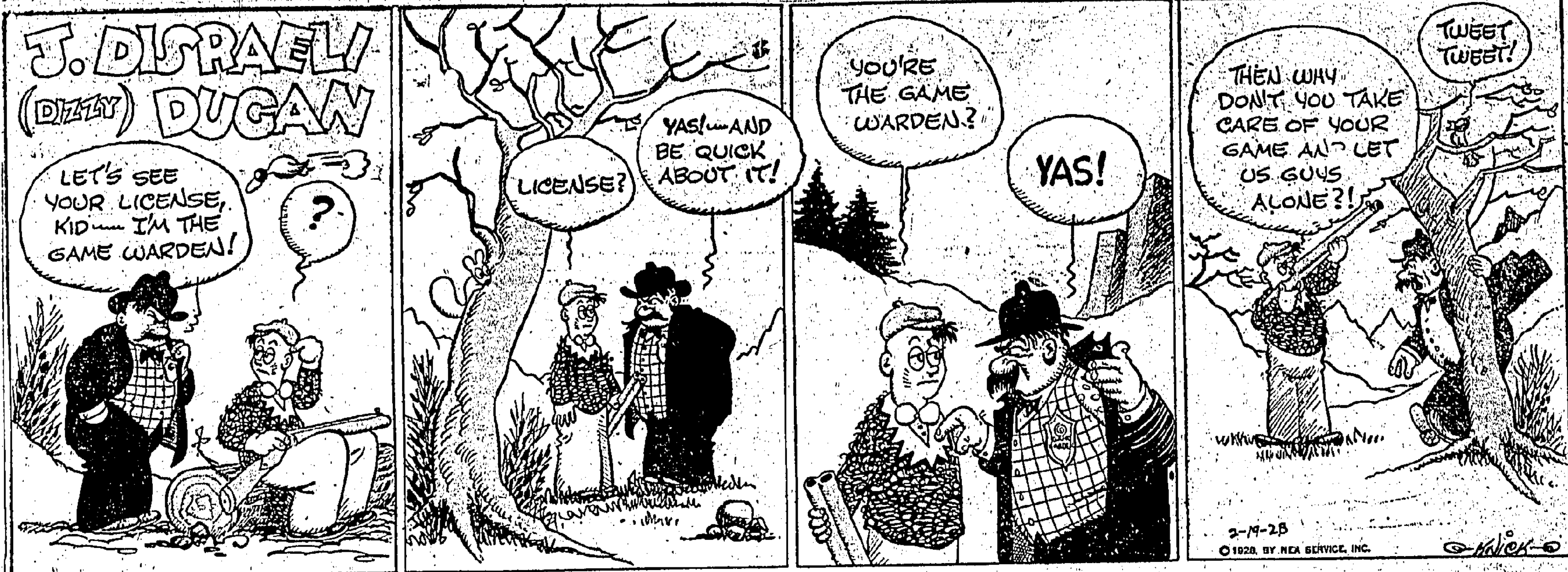
These snakes are an elaboration or development of the snaky fashions in jewellery which have been so popular during the last few months. They make a variation for the woman who is tired of twisting golden jewelled serpents about her neck and arms.

Life-like looking snakes also are likely to be seen on the new spring hats, lying around the crown in most instances, and sometimes twisted in among the flowers.

value, the quicker you'll dispel those lonely hours in your life.

Loneliness is the most destructive thing in the world for you. The foolish things, the desperate things, it will drive some people to make it an appalling thing to encourage in yourself.

No one need be lonely, really, if life or she can adjust the value of life and separate the gold from the glitter. There is a lot of selfishness about encouraging oneself to hide away, and neither give friendship, where it is needed, nor ask it for yourself.



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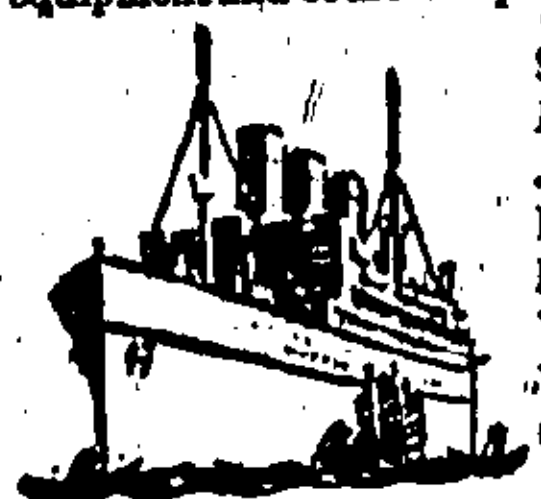
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INTERPORT FOOTBALL.

SHANGHAI PORTUGUESE TO VISIT HONGKONG.

Hongkong will shortly receive a visit from a Portuguese football team from Shanghai. Information has been received that the Portuguese Sporting Association are sending down a team to play a number of matches, the most important of which will be the Interport with the local Portuguese. The players will leave on the s.s. Empress of Canada, which is due to arrive in Hongkong on April 5.

Macao is also sending a football team over, so that there will be a triangular series. The matches will take place during the Easter holidays, the Interport game between Shanghai and Hongkong most probably taking place on Easter Sunday on the Hongkong Football Club ground. Another match will be a combined Hongkong and Shanghai Portuguese team against China Athletic, and there will also be a fixture against the Rest of the Colony.

This will be the third meeting of the Hongkong and Shanghai Portuguese. Shanghai have won the two previous games and should they prove victorious on this occasion they will win outright the trophy presented by Mr. F. H. Modl. A Shield, given by the B. B. R. Circle of Shanghai, is also at stake.

LAWN TENNIS.

CLOSE DOUBLES GAME.

After one abandonment owing to falling light, the match between the Japanese pair Sakai and R. Isomura and the Cricket Club couple, R. M. Henderson and A. Brerley, was decided yesterday afternoon, after another four sets had been played, the final games taking place in the semi-darkness, and the contest ending in favour of the Japanese.

The match was characterised by careful, rather than brilliant tennis, and judging by their exhibition yesterday it is doubtful whether the winners will survive another round. There was little to choose between the two pairs, and the scores gave a good indication of the slight difference in the standard of play. The match went to 42 games, the full scores being 6-4, 5-7, 6-4, 6-4.

All four players were cautious, and were seldom enterprising. The H. K. C. C. pair were much steadier than their opponents, but lost to a couple with superior court craft.

Another replayed match was that in which J. M. da Silva and E. D. Lawrence were engaged. In their previous encounter the game had gone to four sets before being abandoned, but yesterday the Portuguese won rather easily, the match being decided in straight sets.

The Results.

The full results were:
Open Singles—J. M. da Silva beat E. D. Lawrence 6-1, 6-3, 6-4.
Open Doubles—Y. Sakai and T. Isomura beat R. M. Henderson and A. Brerley, 6-4, 5-7, 6-4, 6-4.
Club Championships—S. E. Green beat J. G. Lawrie, 6-1, 6-4.
Handicap Singles "A"—Capt. E. H. J. Larcom (rec. 4/6) beat G. C. Grove (rec. 1/6), 1-6, 6-3, 8-6.
Handicap Singles "B"—Dr. C. H. Burton (rec. 15/1) beat G. C. Runkin (rec. 15), 6-2, 6-3; A. C. Howell (rec. 1/6) beat A. Reid (rec. 4/6), 6-4, 6-4; C. L. C. Sanders (rec. 3/6) beat W. A. Stewart (rec. 15/1), 6-3, 1-6, 7-5.

YACHTING.

NORSEMAN WINS CRUISER CHAMPIONSHIP.

From the series of five Races which have been sailed this season for the Cruiser classes, Norseman wins the "E" Class Championship, with a total of 62 points and Snipe the "C" Class championship with a total of 35 points. The full results are as follows:

"E" Class
Norseman 1st 62 points
Cordell 2nd 40
U and I 3rd 31
La Cigale 4th 46
Queen Bee 5th 44
Feathers 6th 30
Coquette 7th 27
Typhoon 8th 17

"C" Class
Snipe 1st 35 points
Imogen 2nd 28
Helen 3rd 24
Dorothy II 4th 7
Actually Norseman and Curlew tied for first place in their class Championship but, as a result of a re-sail, Norseman became the winner.
Typhoon only turned out for two races.

Commodore's Cup.

The results for this cup, which was sailed over a course of Channel Rocks, Kowloon Rock, Mark on Line, Tathong Rock, Mark on Line, Channel Rocks are as follows—La Cigale 1, Coquette 2, U and I 3, Snipe 4, Typhoon 5, Imogen 6, Helen 7, La Cigale 8, Curlew 9, Dorothy II 10.

La Cigale takes the "Commodore's" Cup, Snipe the "Vice Commodore's" Cup and Coquette the "Rear Commodore's" Cup.

INTERPORT BILLIARDS.

HONGKONG'S SUCCESS.

By winning the last game in the Interport billiards tournament last night, Hongkong have won all the six games played, their total amounting to 3,000 points as against Shanghai's total of 1,080.

The game at the Lusitano Club last night was between the respective captains, A. J. Osmund (Hongkong) and G. M. P. Remedios (Shanghai), the final scores being 600 and 344 respectively. This was Osmund's first and only game in the tournament proper and he signalled the occasion by making a break of 115, in spite of somewhat unfavourable opening.

The best breaks above 20 were: Osmund, 20, 26, 48, 45, 115, 35, and 91. The last three but one were consecutive breaks. Remedios 22, 32, 25, 20, 23, and 35.

The Positions.
The positions in the Interport games to date are as follows:
Hongkong.
L. A. Osmund 500
C. F. Vas 500
R. F. Luz 500
F. M. Cruz 500
H. da Luz 500
A. J. Osmund (Capt.) 3,000

Shanghai.
J. Medina 400
A. A. Silva 301
A. A. Souza 284
L. R. Barrera 312
F. A. Alvarez 320
G. M. P. Remedios (Capt.) 344

Highest breaks of individual players are: A. J. Osmund (H.K.) 115, G.

FLEET BASEBALL.

SCHEDULE OF GAMES WITH U. S. SHIPS.

As the result of hurried negotiations between the Hongkong Baseball League and interested clubs, it was announced at a meeting held at Lane Crawford's Restaurant yesterday, that it was not possible to get the United Services Ground at Kowloon for baseball, and a series of games with the American fleet would be played at Caroline Hill, on the ground of the South China Athletic Association.

Temporary arrangements were made and it is understood that games will be played as follows:

Sat., March 24, 3.30 p.m. Japanese v. U. S. S. Pittsburgh.
Sun., March 25, 4 p.m. South China v. U. S. S. Pittsburgh.
Wed., March 28, 5.15 p.m. Philippines v. U. S. S. Pittsburgh.
Sat., March 31, 1.30 p.m. All Star v. U. S. S. Pittsburgh.
Sun., April 1, 4 p.m. All Star v. U. S. S. Pittsburgh.

The line up of the Hongkong All Star team will be as follows—Lee, Cockey and Hachiuma (pitchers); Zafra (c); Leonard (1.b.); S. Hachiuma (2.b.); T. Hachiuma (3.b.); Ayer (ss.); L. Rocha (1.f.); Kusano (c.f.); D. Shina (r.f.). Substitutes—Sling, Bantista, Burrell, Gosano and T. Chian.

On Sunday, the band of U. S. S. Pittsburgh will play during intervals. S. Lee, the late star pitcher of the South China side, winners of the Lal Wah Shield, is understood to be making the trip down from Canton for the special purpose of playing in these games.

It is requested that the selected team from Hongkong will put in an appearance for a practice try out at Caroline Hill on Thursday next at 5.15 p.m.

Charges at all matches will be as usual. Entrance 50 cents with ladies admitted by courtesy, while soldiers and sailors in uniform will be given seats at 20 cents.

Athens, Mar. 23.
The Gracco-Rumanian non-aggression arbitration pact has been signed.—Reuter.

M. P. Remedios (S) 62, R. F. Luz (H.K.) 59, C. F. Vas (H.K.) 45, L. A. Osmund (H.K.) 43, A. A. Souza (S) 41, H. Luz (H.K.) 42, 40, 89; J. Medina (S) 38, F. M. Cruz (H.K.) 38, L. R. Barrera (S) 31, F. A. Alvarez (S) 30, A. A. Silva (S) 21.
The night before last Mr. A. J. Osmund and Mr. E. D. Bush met in their second exhibition game, which can be classed as the best game that has been played in connexion with the series. Osmund was in brilliant form, and reached 750 while his opponent's score stood at 286. Osmund's highest break was 117, his average being 25. Mr. Bush's average was 9.2.

The Palace Hotel Contest.

Only one game was contested in the Palace Hotel billiards contest last night, as H. Goodier gave a walk-over to J. S. Beach.
A. Lewis, who, incidentally, compiled the highest break of the competition so far (43) beat N. M. Silva, 250 to 230. As the score indicates, it was a very close and interesting game. Lewis had breaks of 43, 20, 21, and 17 (2), Silva's best breaks were 32, 31 (2), 23, 26, 21, 20, 17 and 13.
Monday's matches will be between F. E. Silva and E. A. V. Remedios at 6 p.m., and F. M. Cruz and A. G. Locke at 9 p.m.

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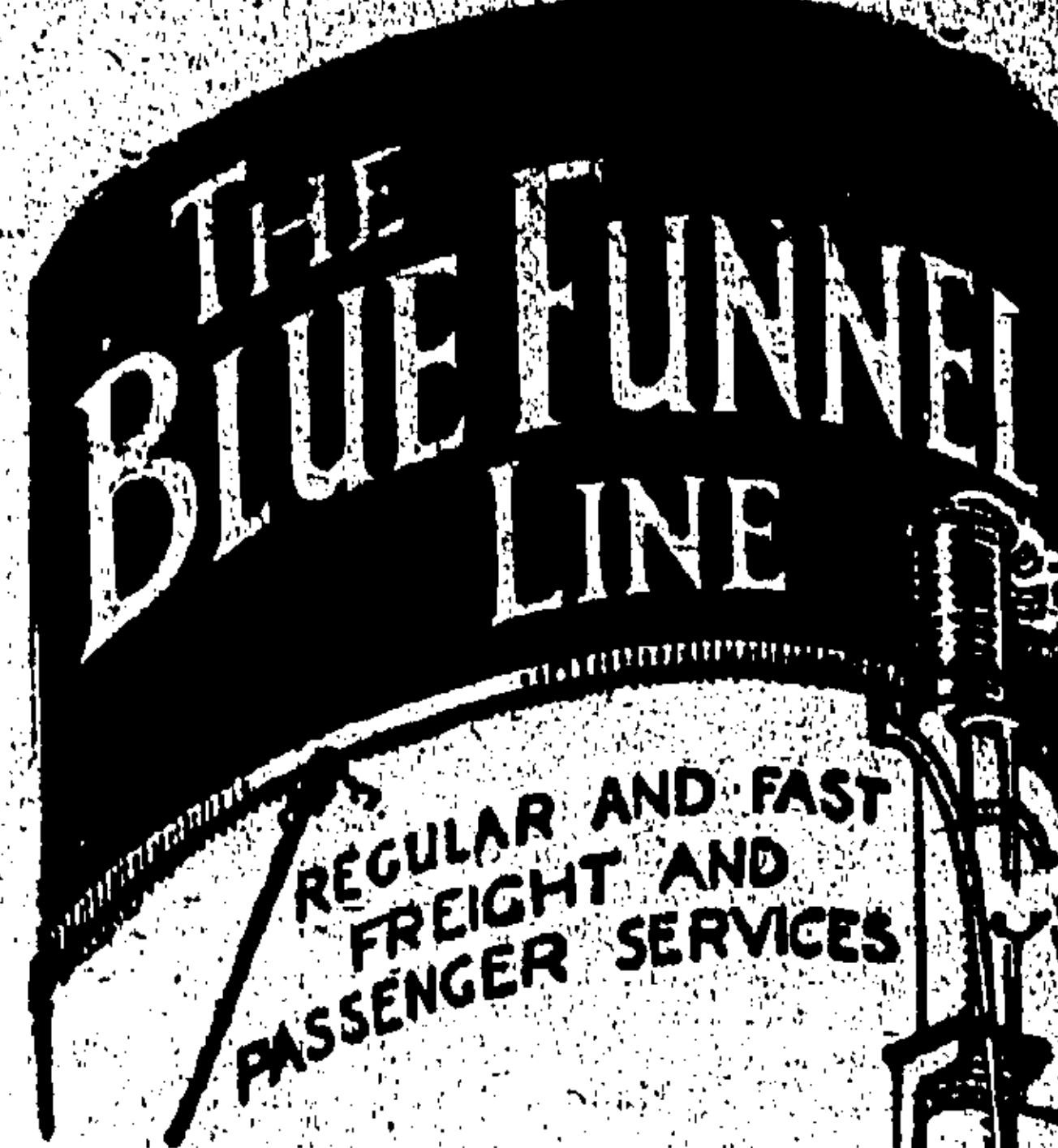
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FIFTH ANNIVERSARY MEETING.

On Sunday last, the Hongkong Lodge of the Theosophical Society celebrated its fifth anniversary. Mr. M. Manuk, Presidential Agent, T. S. in China, and also President of the Hongkong Lodge, being in the chair. He addressed the gathering on the great significance of the day, and looking back over the five years of strenuous and successful activity which lay behind them, he said that they could be well satisfied with the work done and the far-reaching influence the illuminating teachings of Theosophy had gained.

He then called on the Hon. Secretary-Treasurer, Mrs. Mabel May, who presented the usual report. Altogether 80 meetings had been held during the year under review, comprising public lectures, members' meetings, question and answer classes, devotional meetings, etc.

During the year the following lecturers from abroad visited the Lodge and gave addresses: Flight-Lieut. M. Myers, U.S.A., President of the Manila Lodge T. S., and Mrs. Myers, and Miss D. M. Arnold, Shanghai. Another lecturer was Mr. Francis Balazs, World Federation of Youth Peace Congress Representative. The rest of the public lectures were given by Mr. J. Russell, Vice-Pres. of the Lodge, Mr. M. Manuk, Mr. Wei Tat, B.A., President of the Chinese Lodge T.S., Mr. H. E. Lanepart, Propaganda Secretary and Book-Steward, and Mr. David Gubbay, the Past-Vice-President. During the year a number of new members joined, bringing up the total to 116, from the inception.

The annual election meeting was held in June, when the following officers for the ensuing year were elected:—President M. Manuk, Vice-President J. Russell, Hon. Secretary Mrs. Mabel May, Hon. Treasurer B. Talati, B.A., Hon. Propaganda Sec., Libr. and Book-Steward H. E. Lanepart. Committee members, besides the above ex-officio: Bro. David Gubbay, Wei Tat, Wong Man-keung, and Lee Tin-sik.

Very special thanks were due to Mr. and Mrs. J. H. Ruttonjee for providing the excellent Lodge accommodation on the top floor of their Duddell Street building entirely free of charge, which is much appreciated.

Mr. Lanepart then gave his report for the year under review. Much work was done in disseminating Theosophical knowledge.

A TEMPORARY HALT.

STRUGGLE BETWEEN NEW YORK SPECULATORS.

New York, Mar. 23.
The record number of 4,007,000 shares were sold on the Stock market to-day when an intense struggle by opposing speculative forces resulted in at least a temporary halt in the violent upward swing which has been proceeding for a fortnight. The final quotations showed a long list of net declines ranging from \$1 to \$8 a share with a sprinkling of gains, a few running from \$3 to \$15.—*Reuter's American Service.*

PIRATES SHOT.

ACTION BY AUTHORITIES AT KONGMOON.

Eight pirates arrested and imprisoned by the authorities of the 13th Division of the Canton Army, stationed in Kongmoon, were executed in Kongmoon two days ago, says a Chinese report.

Altogether fifteen pirates were arrested by soldiers in the vicinity of Kongmoon, immediately following the occurrence of the San Nam Hoi piracy, and seven of them were executed shortly after their detention, the remaining eight being put in prison. A few days ago, when an order from the Canton Government reached Kongmoon, ordering the troops to execute for newcomers, the authorities decided that the eight pirates be shot before the troops' departure. It has always been the case that bandits and pirates are most active whenever troops are stationed in a certain place, and to evacuate, and before the arrival of the relieving force. It is worthy of note that when the San Nam Hoi was pirated a change of territory between two parties of soldiers in Kongmoon had occurred.

On Thursday, there was a big meeting of members of the River Seamen's Union in Connaught Road West, to elect officials for the coming year, and as a result five Commissioners were chosen. Yesterday there was a meeting of the new Commissioners to elect a Chairman. It will be recalled that shortly after the inauguration of the big strike in 1925, when many of the members of the River Seamen's Union went up to Canton, this Union's affairs fell into stagnation, and it appears that the election on Thursday marks a period of fresh activity.

JUNK PIRATED.

GANG SECURES MONEY AND FISH CARGO.

Another Junk piracy is reported to have been carried out in the Colony's waters, the master of a fishing boat stating that he had an encounter with pirates who intercepted his craft off Tam Kon Shan, on Thursday.

They are believed to be the band which on Wednesday committed a similar outrage on another fishing junk from Aberdeen.

In the present case, the pirates did not open fire, but effected an easy capture, putting off in a dinghy and boarding the fishing craft.

They stole \$56 in money and transferred over \$50 worth of fish into their own boat before sailing away.

Towboat Passengers Killed.

Two passengers were killed and seven wounded on a passenger towboat passing Tai Ping Sha, a notorious pirate den, near Samshui, a few days ago, according to an unconfirmed report from Chinese sources. The attack on the towboat was the result of the refusal to submit to the pirate demand for payment of tribute. The gang opened fire from the shore sending several volleys of the bullets into the towboat.

BRAZIL AND LEAGUE.

IS FAVOURABLY DISPOSED.

Geneva, Mar. 23.
Replying to the Council's invitation, Brazil says its Government's high esteem for the League is undiminished, despite the retirement, and notwithstanding its absence Brazil will continue to co-operate effectively, true to the ideal which determined the League's creation in the service of universal peace.—*Reuter.*

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO' ANTWERP, LONDON and STRAITS.
The Steamship "BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 21st April, 1928, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 10 a.m., by Messrs. Goddard and Douglas.
No Fire Insurance has been effected.
Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 21st March, 1928.

ARMED ROBBERY.

MAIDSERVANT'S PLUCKY ACT.

By the plucky act of a maidservant who would not allow herself to be intimidated by the threats of two armed men, a robbery at No. 10 Wah Yin Fong (near Queen's College) was frustrated yesterday morning.

By means of a ruse the robbers gained entry into the house. They knocked at the door and when asked their business stated that they came from friends in Canton who had entrusted them with presents to be delivered to the master of the house.

On the door being opened, they produced two sharp instruments with which they threatened the inmates of the house. They then attacked the owner of the house, who offered no resistance.

A maidservant in the house, observing what was going on, boldly made a dash for the door and succeeded in evading the two armed men. She raised a hue and cry and both the intruders hurriedly left. One managed to make good his escape, but the other was caught in Bridges Street, near the Chinese Y.M.C.A.

One of the robbers left behind him the sharp implement which he employed to threaten the inmates of the house. On examination the instrument was found to be a single blade of a pair of scissors which had been specially sharpened.

The robbers did not take anything with them in their flight and except for the master of the house who was slightly injured in the face, the household was unmolested.

A NEW ATTACHE.

COL. CORNWALL TO BERLIN FROM CHINA.

London, Mar. 23.
His Majesty the King gave an audience to Lieut-Colonel J.H.M. Cornwall, on his appointment as Military Attache to Berlin.
Col. Cornwall discussed with him the life at the Shanghai station, from which he had just returned.—*Reuter.*

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
MIRZAPUR	6,715	27th Mar.	Straits, Colombo & Bombay
MANTDA	10,946	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
NAGPORE	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
LAHORE	5,252	7th May	Marseilles & London
KASHGAR	9,005	12th May	M'les, L'don, A'werp & Hull
KIDDERPORE	5,334	22nd May	Straits, Colombo & Bombay
MALWA	10,986	26th May	Bombay, Marseilles & London
JEPPORE	5,318	2nd June	Marseilles & London
ALIPORE	5,273	5th June	Straits, Colombo & Bombay
DELTA	8,097	9th June	M'les, L'don, A'werp & Hull
NOVARA	6,989	16th June	Bombay, Marseilles & London
RANPURA	16,601	23rd June	Bombay, Marseilles & London
KHYBER	9,114	7th July	M'les, L'don, A'werp & Hull

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BRITISH INDIA-APCAR SAILINGS

TAKIWA	7,936	25th Mar.	S'pore, Penang & Calcutta
SHIBALA	7,841	2nd Apr.	S'pore, Penang & Calcutta
SANTWA	7,754	11th Apr.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30 Mar. 4 p.m.	Manila, Sandakan, Thurs.
ANAFURA	6,000	4th May	Island, Townsville, S'pore
TANDA	6,656	1st June	Sydney and Melbourne.

† Calls Port Holland.

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The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hoio, Cebu, Kulambagan, Tawao, Yimor, Darwin, or other ports en route as inducement offers.

† Frequent connections from Australia with the following:
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

LAHORE	5,252	25 Mar. 11 a.m.	S'hai, Moji, Kobe & Yokohama
TAKADA	6,949	28th Mar.	Amoy, Moji, Kobe, Osaka & Yokohama
MOREA	10,953	30th Mar.	S'hai, Moji, Kobe & Yokohama
ARAFURA	6,000	3rd Apr.	Moji, Kobe, Osaka & Yokohama
TALAMBA	8,018	11th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yokohama
KIDDERPORE	5,334	14th Apr.	Shanghai, Moji & Kobe
JEPPORE	6,318	17th Apr.	S'hai, Moji, Kobe & Yokohama
HATIPARA	7,764	21st Apr.	Moji, Kobe, & Osaka
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yokohama
ALIPORE	5,273	3rd May	Moji & Kobe
NOVARA	6,989	8th May	Moji, Kobe, Osaka & Yokohama
TANDA	6,656	8th May	Moji, Kobe, Osaka & Yokohama
DELTA	8,097	11th May	S'hai, Moji, Kobe & Yokohama
RANPURA	16,601	25th May	S'hai, Kobe & Yokohama
TAKIWA	7,936	5th June	S'hai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	5th June	Moji, Kobe, Osaka & Yokohama
KHYBER	9,114	8th June	S'hai, Moji, Kobe & Yokohama
RAWALPINDI	16,619	22nd June	S'hai, Kobe & Yokohama

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
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CHANGTE	8th June	15th June
TAIPING	10th July	17th July

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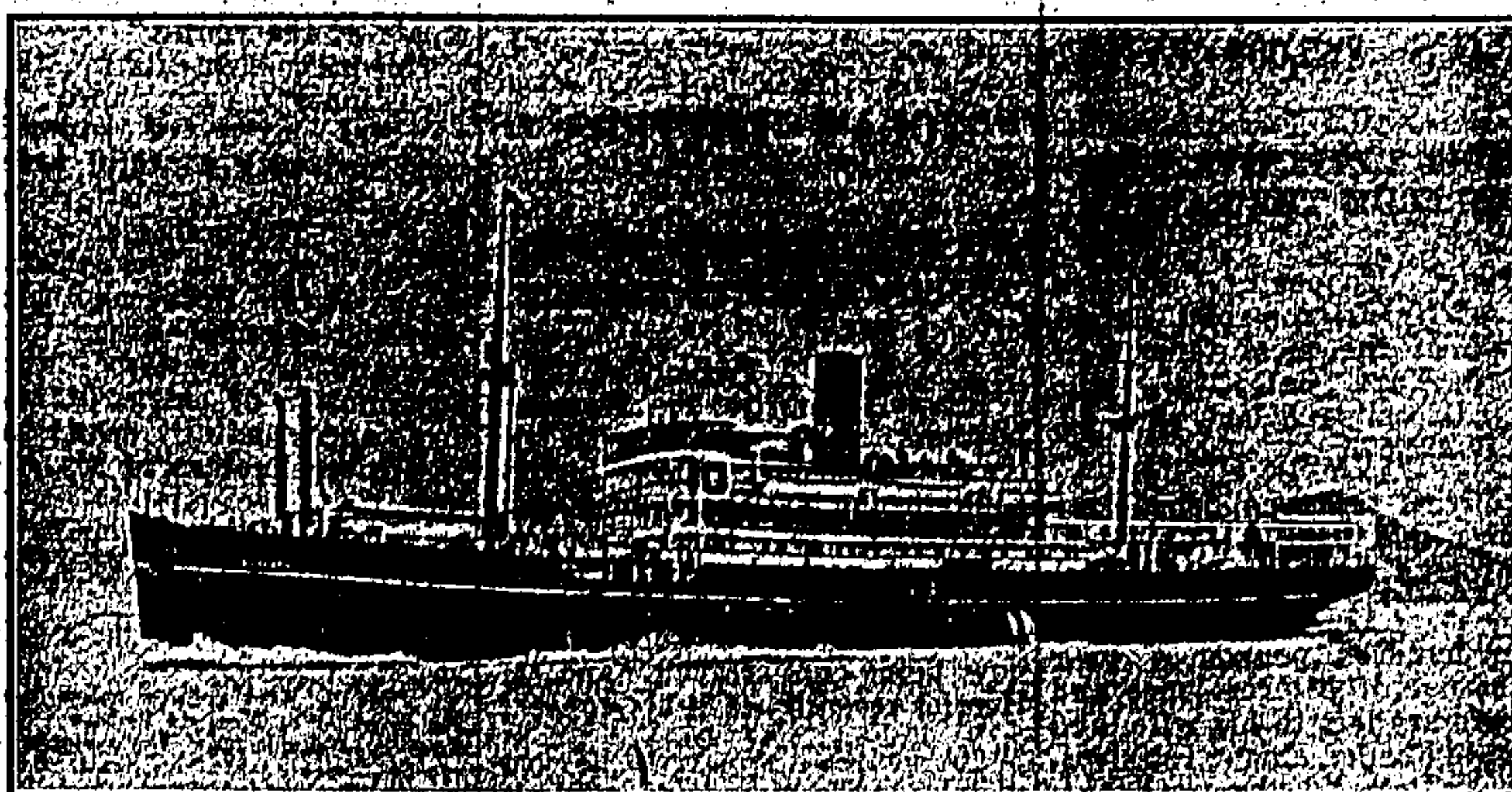
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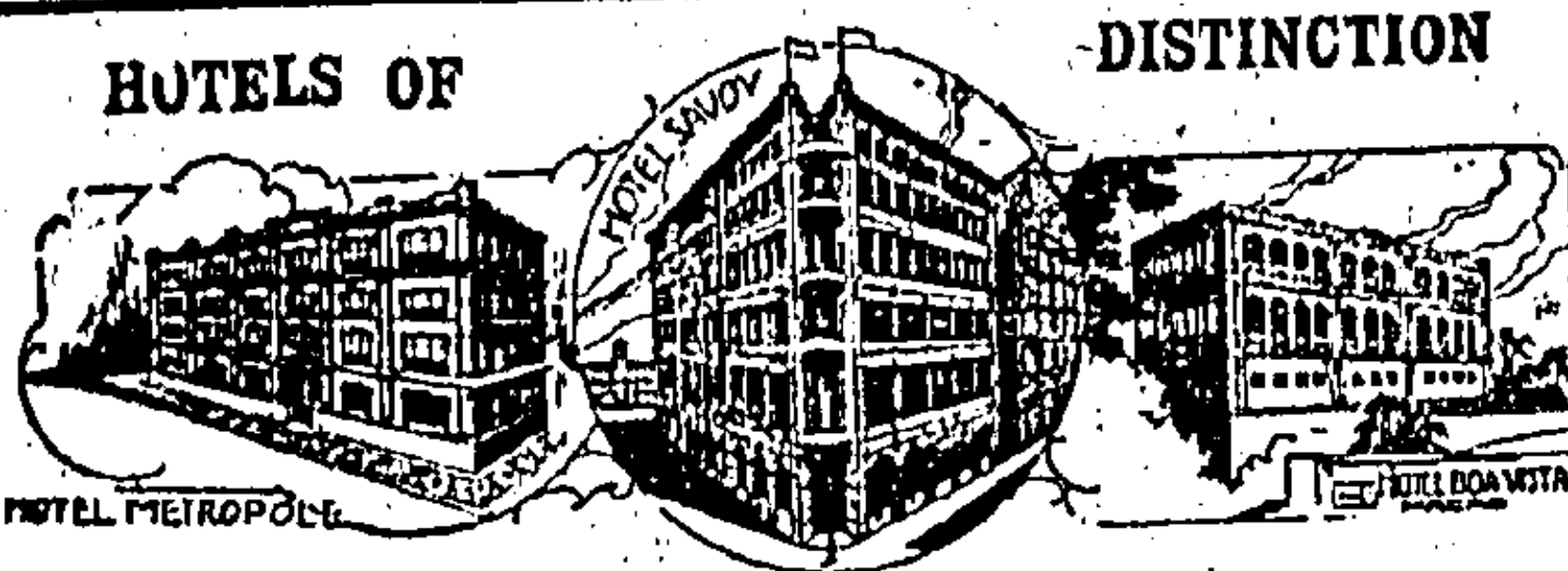
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Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
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Tuesday, Thursday
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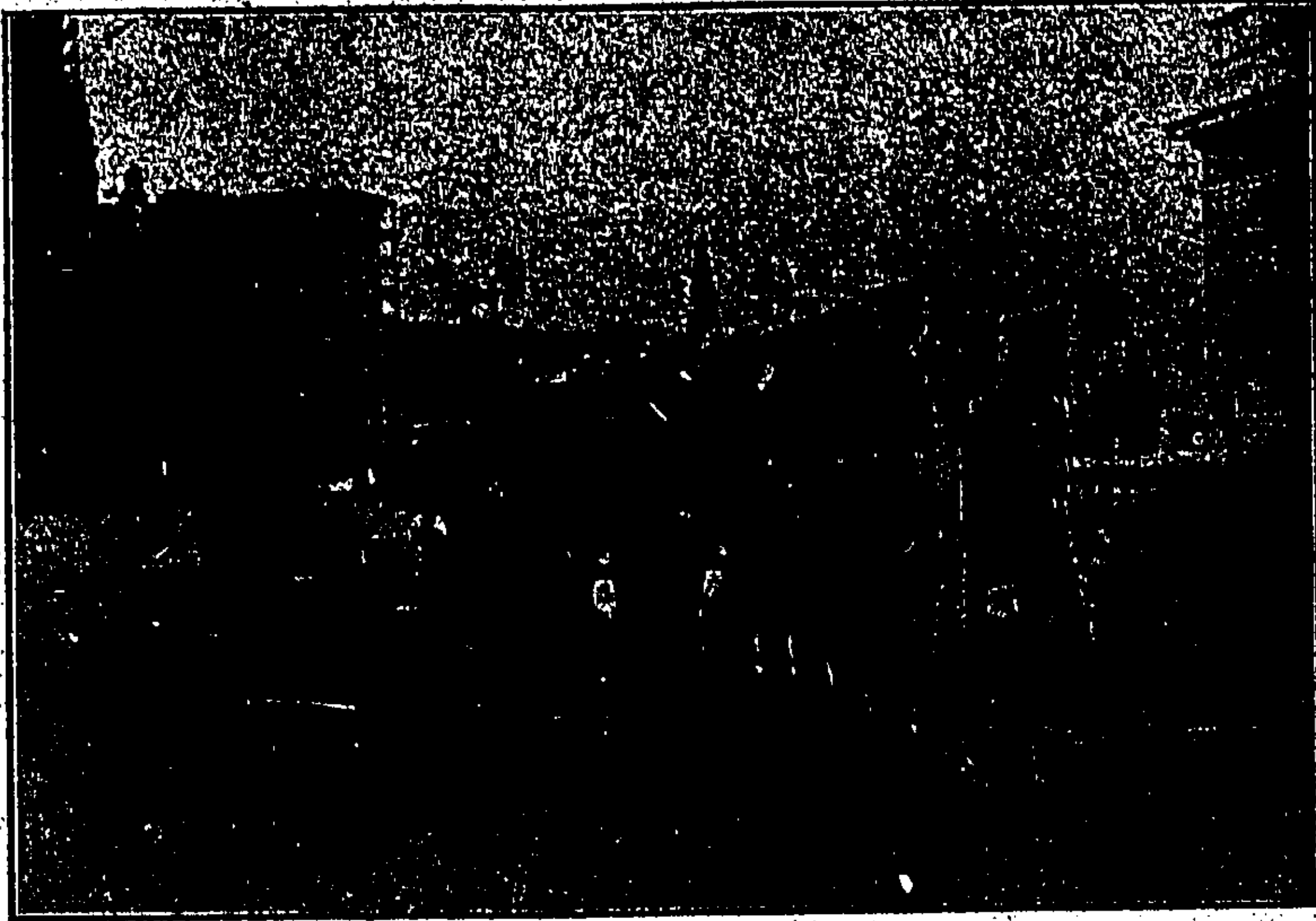
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ADMIRAL BRISTOL INSPECTS SCOTS GUARDS.



Rear-Admiral Mark L. Bristol, Commander-in-Chief of the U. S. Asiatic Fleet, is here
seen inspecting the guard of honour from the Scots Guards, drawn up at Queen's Pier
when he made his official landing yesterday. (Photo: Mee Cheung).

COAL MINERS SEEK
7-HOUR DAY.ACT WHICH REDUCED
COAL PRICES.

London, Mar. 23.
The House of Commons, by 164
votes to 127, rejected the Coal
Mines Bill, introduced by Mr. T.
Greenall, (Labour), which was in-
tended to repeal the Eight Hours
Day Act of 1926 and restore a
seven-hour day in the mines.

Replying to Labour and Liberal
speakers, who blamed the Act for
rendering the British miners' con-
ditions and wages worse than those
of the Continent, Commodore King,
Secretary of Mines, said that the
Act reduced the price of coal by
2/6 per ton, and enabled the coun-
try to compete more closely with
other countries.

British miners' wages, however
low, were over double those of the
Polish miners and almost equal to
those of Germany. Poland and
Germany had increased their ex-
ports while Britain had not yet re-
covered from the heavy blow re-
ceived by the strike of 1926. To
repeal the Act would undoubtedly
reduce the wages and increase un-
employment.—Reuter.

"ON YOUR TOES."

NEW DENNY COMEDY FOR
QUEEN'S.

The enthusiasm aroused over
Reginald Denny's portrayal of a
fighter in "The Leather Pushers,"
has never quite died down with
cinema-goers, so that "On Your
Toes," the popular star's latest
picture should prove acceptable to
both lovers of comedy and boxing
fans alike. Denny portrays the
born boxer who has been won over
to that walk of life from a dancing
master. At first, his nature is
such that makes him chicken
hearted in a fight. The schemes
by which he is finally made mad
enough to fight for the heavy-
weight championship provide an
hour and a half of excellent en-
tertainment. Barbara Worth and
Hayden Stephenson are in the
supporting cast of "On Your
Toes" which is said to rank with
such productions as "Skinners
Dress Suit" and "Fast and Fur-
ious." "On Your Toes," according
to a special advertisement in this
issue, will be shown at the
Queen's Theatre on Tuesday and
Wednesday next at the usual
times. Ordinary prices will be
charged.

EX-P.C.'S £25,000 WILL.

FAMOUS DETECTIVE WHO
ROSE FROM THE RANKS.

Ex-Chief Inspector Edward
Draw, of Harrington-road, Brigh-
ton, one of the most famous of
Scotland Yard detectives, who
died on December 8 last, aged 68,
has left £25,573.

He directs that any beneficiary
disputing the validity of his will
is to forfeit all interests there-
under.

Four hundred pounds a year
and the use of his residence and
furniture are left to his wife, and
the estate divided among relatives.
"Tricky Draw," as he was known
to criminals, began life as a
police-constable, and resigned
from the force 19 years ago, after
27 years' service.

His most famous case was that
of the theft of the Marquess of
Anglesy's diamonds, when he
organised the guests at a house-
party as a corps of amateur de-
tectives, and caught the culprit.

CHINESE TEMPLE
ABUSES.

(Continued from Page 1.)

was suggested by the representa-
tives of the inhabitants of Kow-
loon City, and it is no doubt an
illustration of the kind of policy
which will be followed under the
Ordinance.

Registration Required.

Section 5 of the Ordinance re-
quires the registration of all
Chinese temples. Amongst the
particulars required on registra-
tion are particulars of the funds
of the temple and particulars as
to the intended application of the
revenue of the temple. The sec-
tion makes it an offence for any
person to take any part in the es-
tablishment, maintenance or
management of an unregistered
temple.

Section 6 provides that the re-
venues, funds, investments and
properties of all Chinese temples,
except the exempted temples, shall
be under the control of a com-
mittee which shall be known as
the Chinese Temples Committee
and which shall consist of the fol-
lowing persons:—The Chinese
members for the time being of the
Legislative Council, a representa-
tive of the District Watch Com-
mittee appointed by the Governor
from time to time on the nomina-
tion of the District Watch Com-
mittee, the Chinese members of
the Sanitary Board for the time
being who shall have been ap-
pointed by the Governor, the
Chairman for the time being of
the Board of Direction of the Tung
Wah Hospital, the senior member
for the time being of the Com-
mittee of the Fo Lung Kuek, and
the Secretary for Chinese Affairs.

The Temple-Keepers.

Section 9 provides that the
office of an *sz chuk*, or temple keeper,
may be let by tender, and that the
Chinese Temples Committee shall
have power to determine the con-
ditions of tender. The principal
if not the only source of revenue
in the case of most Chinese temples
is the periodical amount paid by
the temple keeper for the privilege
of his office. Any tendency on the
part of temple keepers to make
excessive charges to the public is
probably sufficiently checked by
the existence of other temples, but
it will also in future be subject
to control by the Chinese Temples
Committee. The section also gives
the Chinese Temples Committee
power to appoint a *sz chuk* with-
out tender, and power to remove
any *sz chuk*, whether appointed by
them or not.

ZOLA'S LETTERS.

TO BE PUBLISHED IN PRO-
MISED COMPLETE EDITION.

Paris, Feb. 19.

Zola's letters to the Goncourt
brothers, so far kept with the
banned Goncourt diary in the
Bibliothèque Nationale, were com-
municated to the novelist's
executors yesterday. The letters
were demanded for publication in
a complete edition of Zola's works,
now being undertaken, and M.
Herriot recently gave his consent.

The contents appear to be com-
pletely inoffensive, and will be
valuable chiefly to the historians
of French letters during the
Eighties and Nineties. It is ex-
pected that further Goncourt cor-
respondence will shortly be re-
leased. There still remain 29
cases of letters from various per-
sons, of whom the most interest-
ing appear to be Princess Mathilde
Bouaparte and Alphonse Daudet.

A TRAGEDY OF
ADOLESCENCE.GERMAN YOUTH ACQUITTED
OF MURDER.

Berlin, Feb. 20.

"I beg the Court to give me an
opportunity of making good as a
man the errors of my childhood."
This was the last dramatic ap-
peal made by the eighteen-year-
old schoolboy, who was the cen-
tral figure in one of the most re-
markable murder trials of recent
years. It did not fall on deaf
ears, for the boy was acquitted on
all counts except that of being
in unauthorised possession of
firearms, for which he was con-
demned to a nominal sentence of
three weeks' imprisonment.

Kranz, the accused boy, appear-
ed on a charge of participation
in premeditated murder. After
four days' hearing, the charge
was reduced to participation in
manslaughter, and the prisoner
was released on bail amid the
rejoicing of his friends and the
public.

Lover's Jealousy.

The issue to be decided was the
nature of the motives of Kranz in
being present in the bed-room of
a Berlin suburban house in the
grey of dawn one morning last
June, when his school friend,
Scheller, used Kranz's revolver to
shoot another youth, Stephan, and
himself dead. Stephan had in-
curred the mortal enmity of
Scheller, it appeared in evidence,
through the betrayal of a sinister
escapade, and was hated by Kranz
because he had supplanted Kranz
as the lover of Scheller's sixteen-
year-old sister.

Shortly before the act Scheller
and Kranz concluded a murder
pact against Stephan and the girl,
to be followed by their own sui-
cide. Were the circumstances of
this pact valid evidence of an in-
tention to murder on the part of
Kranz?

The verdict has proved that
they were not. The Court found
that the boy, Scheller, was the
driving force, and that Kranz,
though possessed of unusual in-
tellectual gifts, was easily sus-
ceptible to strong influences, and
was in any case not fully respon-
sible for his acts at the time of the
pact and the crime.

"In the view of the Court," said
the Judge in summing up, "ques-
tions of a moral, pedagogic, and
psychological character, as well as
of legal procedure, have arisen
which thoroughly justify the gen-
eral public interest in the case.
For here we have no everyday
experience, but rather an example
of the terrible consequences of a
lax attitude towards duty and
discipline taking hold of the
minds of the young."

The main elements in this ex-
traordinary case were undue
parental laxity of supervision,
combined with youthful precocity
and rebellion against restraint.
Sundry psychological experts
proved, largely to the satisfaction
of the Public Prosecutor himself,
that the talented Kranz was the
victim of a singularly unhappy
combination of extraordinary cir-
cumstances acting upon the in-
herent weaknesses of his charac-
ter.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—
1. Of the dead nothing unless good." 2.
The daughter of Mase de Serigne. It was to
Mme. de Grimaldi that the majority of the
famous letters were addressed. 3. There
appears "Trollius and Orestia." 4. Henry VI.
Crowned in Notre Dame November 1418. 5.
"Agent de police" or more usually simply
"agent." 6. The frequently used "gen-
derm" is incorrect as the gender is
masculine. 7. A semi-official force. 8. Queen Anne. 9.
London to Carlisle. 10. Not a Prince Minister;
he has, however, a salary of £1,000 a year
as First Lord of the Treasury. 11. W. P.
Frith. 12. At the Great White Horse at
Twickenham. 13. "Bertrude" is French for "Bel-
linda." 14. "Bertrude de la Haye" the writer writes on this
paper as many names as there are persons to be
elucidated. 15. "Bertrude d'Armenie" the
numbers are divided separately. 16. Of
Brutus by Marc Antony.

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